



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

648 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012-2713

TELEPHONE
(213) 974-1924
FACSIMILE
(213) 613-4751
TDD
(213) 633-0901

JOHN F. KRATTLI
Acting County Counsel

June 12, 2012 **ADOPTED**

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

#17 of JUNE 12, 2012

Agenda No. 5
04/26/11

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

Re: **PROJECT NUMBER R2006-01510-(4)**
COASTAL DEVELOPMENT PERMIT NUMBER 2006-00002-(4)
CONDITIONAL USE PERMIT NUMBER 2006-00115-(4)
PARKING PERMIT NUMBER 2006-00009-(4)
FOURTH SUPERVISORIAL DISTRICT/THREE-VOTE MATTER

Dear Supervisors:

Your Board previously conducted a duly-noticed public hearing regarding the above-referenced permits, to authorize the demolition of an existing 186-space public parking lot and the construction of a senior accommodations facility, consisting of 114 senior accommodation units, 3,500 square feet of visitor-serving/convenience commercial space, 92 public parking spaces, and other site amenities and facilities, on Parcel 147 in Marina del Rey, applied for by MDR Oceana, LLC.

At the conclusion of the hearing, you indicated an intent to approve the permits and instructed our office to prepare findings and conditions for your approval. Enclosed are findings and conditions for your consideration.

Very truly yours,

JOHN F. KRATTLI
Acting County Counsel

By

Joseph M. Nicchitta
JOSEPH M. NICCHITTA
Associate County Counsel
Property Division

APPROVED AND RELEASED:

Richard D. Weiss
RICHARD D. WEISS
Acting Senior Assistant County Counsel

Enclosures
JMN:gl

HOA.889700.1

**FINDINGS OF THE BOARD OF SUPERVISORS
AND ORDER
PROJECT NUMBER R2006-01510-(4)
COASTAL DEVELOPMENT PERMIT NUMBER 2006-00002-(4)
CONDITIONAL USE PERMIT NUMBER 2006-00115-(4)
PARKING PERMIT NUMBER 2006-00009-(4)**

1. The Los Angeles County ("County") Board of Supervisors ("Board") conducted a duly-noticed public hearing on April 26, 2011 in the matter of Project No. R2006-01510-(4), consisting of Coastal Development Permit No. 2006-00002-(4) ("CDP"), Conditional Use Permit No. 2006-00115-(4) ("CUP"), and Parking Permit No. 2006-00009-(4) ("Parking Permit"). (The CDP, CUP, and Parking Permit are referred to herein collectively as the "Project Permits.") At the time of the Board's April 26, 2011 hearing, the project also included Local Coastal Program Amendment No. 2006-00005-(4) ("Plan Amendment"), which was a request for an amendment to the Marina del Rey ("Marina") Local Coastal Program ("LCP"). For the reasons discussed in Finding Nos. 27-31, the Plan Amendment is no longer needed and has been withdrawn from and is no longer part of the project approvals. The County Regional Planning Commission ("Commission") previously conducted a duly-noticed public hearing on the Project Permits on October 21, 2009, November 4, 2009, December 16, 2009, April 7, 2010, and April 28, 2010.
2. The permittee, MDR Oceana, LLC, requests the Project Permits to authorize the demolition of an existing 186-space public parking lot on Marina Parcel 147 ("Parcel 147"), and the construction of a 114-unit senior accommodations facility, including 3,500 square feet of visitor-serving/convenience commercial space and other site amenities and facilities ("Project"). The Project was heard concurrently by the Commission and the Board with Project No. R2006-02726-(4), to authorize the demolition of an existing commercial facility on Marina Parcel 21 ("Parcel 21") and the construction of a 29,348-square-foot commercial facility, an attached six-level parking structure, and appurtenant landside facilities ("Commercial Facility Project"), applied for by Holiday-Panay Way Marina L.P.
3. The CDP is a request to authorize the demolition of an existing 186-space public parking lot and the construction of the improvements described in Finding No. 2.
4. The CUP is a request to authorize the on-site development of 3,500 square feet of visitor-serving/convenience commercial space in a Mixed Use Overlay Zone.
5. The Parking Permit is a request to authorize the transfer of 94 public parking spaces from Parcel 147 to Parcel 21.

6. The site is 2.08 acres in size, and is located near the northeast corner of the intersection of Admiralty Way and Palawan Way in the unincorporated community of Marina del Rey in the Playa del Rey Zoned District.
7. The site is zoned "Specific Plan" within the LCP and its existing land use designation under the LCP is Senior Accommodations with a Mixed Use Overlay Zone.
8. The site is currently developed with a surface parking lot containing 186 public parking spaces and appurtenant landscaping.
9. The surrounding zoning includes:
 - North: City of Los Angeles zoning;
 - South: Visitor-Serving/Convenience Commercial and Water;
 - East: Open Space; and
 - West: Hotel and Residential-V.
10. The surrounding land uses include:
 - North: Multi-family residential;
 - South: Restaurant and Marina Basin E;
 - East: Oxford Flood Control Basin; and
 - West: Hotel.
11. The site plan for the Project depicts one 257,370-square-foot building containing six levels, 114 senior accommodation units, visitor-serving/convenience commercial space, garage parking, and other amenities and facilities. The first level contains 44 parking spaces and a 3,500-square-foot visitor-serving/convenience commercial area; the second level contains 117 parking spaces, a lobby and reception area for the senior accommodations facility, staff offices, and lounges for staff and residents; the third level contains 18 senior accommodation units, a screening room, a beauty salon, a card room, an arts and crafts room, a library, bathrooms, a gym, three dining areas, and a kitchen for the senior accommodations facility; the fourth, fifth, and sixth levels each contain 32 senior accommodation units, a lounge, a sitting room, and laundry facilities. The building will have a maximum height of 75 feet on the Washington Boulevard side, and an approximate height of 67 feet, 7 inches, on the Admiralty Way side.
12. The Project's building garage will contain 161 parking spaces, consisting of a lower level with 30 parking spaces for the senior accommodations facility and 14 parking spaces for the visitor-serving/convenience commercial use, and an upper level with 92 public parking spaces, 22 parking spaces for the senior accommodations facility, and three parking spaces for maintenance vehicles. A total of seven of the 161 parking spaces will be dedicated for persons with disabilities. The garage will have three vehicular entrances/exits, one on

Washington Boulevard, one via a turnout on Admiralty Way, and one via an alley between Parcel 147 and Marina Parcel P, which will connect Washington Boulevard and Admiralty Way.

13. On-site parking for the senior accommodations use was calculated using a parking ratio of 0.484 spaces per senior accommodation unit, which ratio was determined by comparison with the on-site parking provided by the Culver City Palm Court facility, a comparable project to the senior accommodations facility.
14. Prior to the Commission's public hearing on the Project, an Initial Study was prepared for the Project in compliance with the California Environmental Quality Act (Public Resources Code sections 21000, *et seq.*) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, the County Department of Regional Planning ("Regional Planning") determined that an Environmental Impact Report ("EIR") was the appropriate environmental document for the Project.
15. The County elected to oversee the preparation of a single, cumulative EIR to evaluate the potential project-specific environmental impacts of this Project, as well as the potential cumulative environmental impacts of this Project with the Commercial Facility Project. The County prepared a draft EIR ("Draft EIR") which evaluated the project-specific and cumulative environmental impacts of both such projects.
16. The Commission opened its duly-noticed public hearing on the Project on October 21, 2009. The permittee and members of the public testified in favor of the Project, and a number of persons testified in opposition to the Project. Opponents of the Project raised a number of concerns, including, among other things, that the height of the proposed structure is out-of-character with adjacent uses, that the Project will result in a loss of parking for visitors to adjacent amenities and in the Marina generally, and that the existing public parking should not be converted for a residential development.

At the conclusion of the public testimony and Commission discussion, the Commission directed staff to prepare a summary of the opponents' concerns, instructed the permittee to respond to those concerns, and continued the public hearing to February 10, 2010.

17. Prior to the February 10, 2010 continued public hearing, the County Department of Beaches and Harbors ("DBH") requested by letter that the Commission consider an earlier hearing date. On November 4, 2009, at a regularly scheduled Commission meeting, the Commission advanced the continued public hearing date to December 16, 2009.

18. The Commission held a continued public hearing on December 16, 2009, where staff, the permittee, and members of the public testified, addressing, among other things, the claims raised at the prior public hearing session. Project opponents raised additional concerns, including, among other things, that: (a) traffic and parking analyses for the Project are inadequate; (b) the Marina should be dedicated to recreational uses; (c) the senior accommodations land use designation is discriminatory; and (d) the Project should be subject to Government Code sections 66590, *et seq.* ("Mello Act"). During its discussion, the Commission questioned whether the permittee had provided sufficient parking for the Project and raised concerns about the height of the proposed structure and other elements of the Project's pedestrian areas. At the conclusion of the hearing, the Commission continued the public hearing to April 7, 2010, directed the permittee to return to the County Design Control Board ("DCB") so it could further review the Project's pedestrian and public amenity improvements, and instructed staff to prepare the final EIR ("Final EIR") and other final documentation for the Project.
19. As directed by the Commission, the permittee returned to DCB on February 17, 2010, for reconsideration of the Project's pedestrian and public amenity improvements. The permittee updated the Project plans to include additional conditions mandated by DCB, and DCB conceptually approved the Project on the further condition that the permittee return to DCB for consideration of the Project's final design following approval of the Project Permits by the Board.
20. At the April 7, 2010, continued public hearing, staff informed the Commission that it needed additional time to prepare the Final EIR and other final documentation for the Project. The Commission continued the public hearing to April 28, 2010.
21. At the April 28, 2010 continued public hearing, staff provided a brief summary of the Project, and the permittee explained Project changes as a result of DCB's review on February 17, 2010. Project opponents raised similar concerns to those raised at prior public hearing sessions, and raised the additional concern that the Project impermissibly transfers development potential between development zones, and questioned whether the operation of the commercial center and senior accommodations facility will be monitored.
22. During its discussion at the April 28, 2010 public hearing session, the Commission directed staff to change the Project conditions to: (a) add the condition that transportation be provided to senior residents; (b) set the senior accommodation facility's minimum age requirement to not less than 62 years of age; (c) strike the condition allowing accommodations to be rented for up to seven days to relatives or friends visiting senior residents; (d) add a condition requiring the permittee to return to DCB with enhancements to its pedestrian areas; and (e) add a condition requiring the permittee to obtain final approval from the Director for all pedestrian amenities. All of these changes were subsequently made to the conditions by staff.

23. After hearing all testimony, the Commission certified the Final EIR and approved the Project Permits. At the time, the Plan Amendment was still part of the Project approvals, and the Commission thus recommended approval of the Plan Amendment to the Board.
24. Pursuant to section 22.60.230 of the Los Angeles County Code ("County Code"), because the Project approvals at the time included a recommendation by the Commission to the Board on the Plan Amendment, the Project Permits were automatically called for review by the Board along with the request to approve the Plan Amendment. The Commercial Facility Project was also referred to the Board by appeal pursuant to section 22.60.230 of the County Code.
25. On April 26, 2011, the Board conducted a public hearing on the Project and heard a presentation from Regional Planning staff, testimony from the permittee and its representatives, and testimony from Project proponents and opponents, including representatives of "We Are Marina del Rey," a group opposing the Project. Written correspondence was also submitted to the Board, both in favor of and in opposition to the Project. Opponents of the Project raised similar concerns to those raised at the Commission hearing, and also raised claims that: (a) the Project was inconsistent with the LCP and the California Coastal Act; (b) the environmental review and Final EIR were deficient; (c) the Project would create traffic problems in the area; (d) the Project undermines the County's bicycle master plan; (e) the Project fails to meet the recreational mandate of the Marina; and (f) the County was piecemealing development projects in the Marina and should create a master plan for all development in the Marina.
26. At the conclusion of the April 26, 2011 public hearing, the Board certified the Final EIR, adopted the related environmental findings of fact and statement of overriding considerations ("Findings of Fact and SOC"), adopted the Mitigation Monitoring Program ("MMP"), and indicated its intent to approve the Project Permits and to recommend approval of the Plan Amendment to the California Coastal Commission ("Coastal Commission"). The Board also indicated its intent to approve the Commercial Facility Project. On October 11, 2011, the Board gave final approval for the Commercial Facility Project.

The 2012 Amended LCP

27. Separate and apart from the Project, but processed during the same timeframe, was a major amendment to the Marina LCP ("Major Amendment").
28. On September 1, 2009, the Board adopted a motion directing Regional Planning staff to aggregate all known amendments that were planned for the LCP at that time into the single Major Amendment, and accompany such amendment with a cumulative impact assessment for all development proposed for the Marina. The Plan Amendment for Parcel 147 was included as part of the Major Amendment. The Board further directed Regional Planning staff to address certain of the Coastal Commission's overarching policy concerns for the Marina in the Major

Amendment, including the preservation of important biological resources, open space enhancements, and public parking.

29. The Major Amendment, among other things, relocated development potential within the Marina and changed the land use categories of specific parcels, but did not create any new development potential in the Marina. Any potential traffic impacts related to the relocation of development potential were mitigated by measures proposed in the amended LCP. With respect to Parcel 147, the Major Amendment: (a) authorized the transfer of 114 hotel units from the Admiralty Development Area and 3,500 square feet of visitor-serving/convenience commercial space from the Palawan/Beach Development Area to the Oxford Development Area; (b) located the site within a newly designated Development Zone 2; (c) created a Senior Accommodations land use category in the LCP; (d) changed the site's land use designation from Parking to Senior Accommodations with a Mixed Use Overlay Zone; (e) authorized the transfer of 94 public parking spaces from the site to Parcel 21; and (f) adjusted the boundary between Parcel 147 and Marina Parcel P to transfer 19,755 square feet from Parcel P to Parcel 147. The Major Amendment also imposed a requirement that the lessee of Parcel 21 surrender approximately 30,900 square feet of public parking prior to the commencement of development on Parcel 147.
30. On November 3, 2011, the Coastal Commission conducted a public hearing on the Major Amendment and approved and certified the Major Amendment subject to a number of suggested modifications. On November 29, 2011, the Board adopted a resolution for transmittal to the Coastal Commission which acknowledged receipt of the Coastal Commission's resolution of certification of the Major Amendment, and further, which accepted all modifications to the Major Amendment suggested by the Coastal Commission. On February 8, 2012, the Coastal Commission acknowledged receipt of the Board's November 29, 2011 resolution, and based on the Board's agreement to accept all suggested modifications made by the Coastal Commission, issued a final approval of, and certified the Major Amendment, with an effective date of February 8, 2012 (hereinafter the "2012 Amended LCP").
31. Because of adoption of the 2012 Amended LCP, which contained the amendments to the LCP that were proposed in the Plan Amendment for the Project, the Plan Amendment for the Project is no longer needed and has been withdrawn as part of the Project approvals.
32. The Board finds that, consistent with 2012 Amended LCP, the Project has been reviewed and conceptually approved by DCB, which found the Project to be in conformity with the LCP's applicable public access, height, circulation, building massing, visual impact, and view requirements.

33. The Board finds that the permittee has submitted a preliminary geotechnical report to the County Department of Public Works ("Public Works") which complies with the requirements of the 2012 Amended LCP. Site development will be based on thorough site-specific geologic and soils studies, including specific geotechnical studies related to mitigation of liquefaction and lateral spreading. The Project has also been designed to utilize earthquake-resistant construction and engineering practices, in compliance with applicable County and State regulations and ordinances.
34. The Board finds that the conditions of approval for the Project appropriately require the permittee to conduct site development in conformity with the archaeological reporting requirements of the County Code.
35. The Board finds that, in compliance with County Code requirements, the conditions of approval for the Project appropriately require the permittee to implement a functional transportation systems demand management program for the Project.
36. The Board finds that the Project conforms to the phasing schedules in the 2012 Amended LCP because: (a) the development of the Project will create no significant, unmitigated peak-hour project-specific adverse traffic impacts; (b) the County-approved traffic study for the Project indicates there is sufficient traffic capacity in both the Marina internal system and the sub-regional highway system serving the Marina to accommodate the traffic generated by the modest planned development; and (c) the Project will conform with the build-out limitations of the 2012 Amended LCP for Development Zone 2.
37. The Board find that the Project is consistent with the Senior Accommodations with Mixed Use Overlay Zone land use designation for Parcel 147.
38. The Board finds that the Project shall not be subject to the requirements of the Mello Act for providing inclusionary affordable housing units because the units within the senior accommodations facility are not considered residential dwelling units for the purposes of the Mello Act. Among other things, the senior accommodation units do not contain a kitchen, and all residents of the facility will be required to enroll in and pay for a meal plan. These residential features distinguish the Project's senior accommodation units from the type of residential dwelling units governed by the Mello Act.
39. The Board finds that the senior accommodations facility is appropriately conditioned to comply with all federal and State fair housing laws, and all federal and State statutes governing "housing for older persons," as that phrase is defined in the applicable federal and State statutes, including but not limited to sections 3601, et seq., of Title 42 of the United States Code, sections 12955, et seq., of the California Government Code, and sections 51, et seq., of the California Civil Code, and all regulations promulgated thereunder.

40. The Board finds that the permittee will provide at least 161 on-site parking spaces, 55 of which will be dedicated for the senior accommodations facility, 14 of which will be dedicated to the visitor-serving/convenience commercial use, and 92 of which will be dedicated to public parking. In addition, seven of the 161 parking spaces will be dedicated for disabled persons.
41. The Board finds that on-site parking for the Project's senior accommodations facility will comply with section 22.52.1220 of the County Code. Because the senior accommodations facility is conditioned to provide transportation services to residents, and because the Project is a service-oriented residential complex for seniors without a medical care component, the Board finds that the parking requirements for hotel and senior housing land use designations are not applicable to the Project. The Board further finds that the parking ratio of 0.484 spaces per senior accommodation unit was properly determined based on the on-site parking provided by the Culver City Palm Court facility, which is comparable to the Project's senior accommodations facility. The Project's on-site parking, as determined by said parking ratio, will adequately serve the senior accommodations facility and will not result in traffic congestion, excessive off-site parking, or the unauthorized use of on-site parking facilities developed to serve surrounding properties. The Board further finds that the on-site parking for the Project's visitor-serving/commercial convenience use will comply with the parking requirements of Title 22 of the County Code. Nonetheless the Board finds that the permittee is still required to obtain the Parking Permit to authorize the transfer of 94 public parking spaces to Parcel 21.
42. The Board finds that the existing 186-space on-site public parking lot is and has been underutilized due to its relatively distant location from recreational uses or visitor attractions in the Marina. This finding is supported by the following statement made by Coastal Commission staff in its Marina del Rey Periodic Review Staff Recommendation, dated May 25, 2005, (at page 104):

[T]here are a few public parking lots that the County provides that are not located adjacent to key visitor attractions and may be underutilized due to their location. Parcels [14] and [147] are examples of such parking lots Parcel [147], located on the northern side of Admiralty Way and northeast of Marina Beach, is approximately 600 feet from Marina Beach, but because of its location, the use of the lot may not be maximized.

The Board further finds that the Coastal Commission's April 2009 revised findings in support of its periodic review of the LCP also concluded that the on-site parking lot is underutilized by the public because it is not located near visitor-serving or recreational attractions in the Marina.

43. The Board finds that the Marina del Rey Land Use Plan in effect prior to the Major Amendment also recognized that the existing on-site parking lot is underutilized throughout most of the year and was being contemplated for development as a residential use.
44. The Board finds that the March 2009 Right-Sizing Study of parking lots in the Marina, conducted by DBH and based on field observations in 2005 and 2007, confirms that the public's use of the existing on-site parking lot is minimal.
45. The Board finds that the impacts on parking in the Marina from the demolition of the existing 186-space public parking lot have been adequately analyzed, and that no temporary or permanent public parking shortage will occur as a result of such demolition. The Board further finds that the permittee has been appropriately conditioned to relocate 94 of the existing 186 public parking spaces to Parcel 21, which will enhance the public's access to the coast by providing parking in a more desirable location than the currently underutilized parking lot.
46. The Board finds that, consistent with the 2012 Amended LCP, the permittee has demonstrated there is sufficient capacity in the internal Marina road system and the subregional highway system serving the Marina to accommodate traffic generated by the Project. The Final EIR for the Project includes a traffic report prepared in accordance with applicable LCP requirements and approved by Public Works. The Board finds that the approved traffic report demonstrates there is adequate internal and subregional traffic capacity to support the Project. The Board further finds that the approved traffic report identifies specific traffic improvements intended to mitigate the Project's significant direct and cumulative impacts, to the extent feasible, which mitigation measures have been incorporated into the MMP.
47. The Board finds that, in accordance with applicable 2012 Amended LCP requirements, the permittee has been appropriately conditioned to pay traffic mitigation fees of \$5,690 per p.m. peak-hour trip generated by the Project, to be allocated as follows:
 - A. \$1,600 per p.m. peak-hour trip will be paid into the County-administered transportation improvement program to offset the Project's impacts to the internal Marina circulation system.
 - B. \$4,090 per p.m. peak-hour trip will be paid into the County-administered transportation improvement program to offset the Project's proportional share of the cumulative impacts of Marina development on the subregional transportation system.

The Board further finds that the permittee will be required to pay \$170,700 in traffic mitigation fees based on the projected generation of 30 net new p.m. peak-hour trips from this Project combined with the Commercial Facility Project.

48. The Board finds that, consistent with the 2012 Amended LCP, more than 10 percent of the Project's net lot area will be landscaped and building coverage will be less than 90 percent of the Project's net lot area.
49. The Board finds that Project landscaping along site perimeters will maintain a minimum width of eight feet and will allow visual access into the site.
50. The Board finds that the Project's structure will be fully sprinklered, in conformance with County Fire Department ("Fire Department") requirements and the requirements of the 2012 Amended LCP. Emergency access to all structures and common areas of the site will be provided to the satisfaction of the Fire Department. The permittee is required to obtain Fire Department approval of a "fire safety plan" prior to obtaining any building permit for the Project.
51. The Board finds that infrastructure for the Project has been designed, and will be constructed, in an environmentally-sensitive manner, and will follow design policies of the 2012 Amended LCP, including DCB landscaping standards. The Project will also be subject to the County's green building and drought-tolerant landscape ordinances.
52. The Board finds that the Project enhances public access to the shoreline by transferring 94 public parking spaces from the site, which does not front the water, to Parcel 21, which is closer to Marina Beach, fronts the water, and will be developed with a 28-foot-wide public pedestrian waterfront promenade.
53. The Board finds that, consistent with the shoreline access policies of the 2012 Amended LCP, the permittee shall pay a proportional share of the funding of a potential shuttle system in the Marina by paying traffic mitigation fees into the County-administered transportation improvement fund.
54. The Board finds that, consistent with the shoreline access policies of the 2012 Amended LCP, the Project will provide an outdoor map on the site depicting the public waterfront access ways and parks located in the Marina, as well as a kiosk or a bulletin board within the senior accommodations facility containing information regarding visitor-serving activities in the Marina.
55. The Board finds that, consistent with the shoreline access policies of the 2012 Amended LCP, the permittee will construct a pedestrian walkway connecting Washington Boulevard and Admiralty Way, which will improve pedestrian access to the shoreline.
56. The Board finds that, consistent with the recreation and visitor-serving facilities policies of the 2012 Amended LCP, the Project will provide a walking path between the site and the adjoining Oxford Flood Control Basin.
57. The Board finds that, consistent with the marine resources policies of the 2012 Amended LCP, Public Works has approved a drainage concept for the Project. The Board further finds that the permittee has been appropriately

conditioned to comply with the National Pollution Discharge Elimination System requirements of the California Regional Water Quality Control Board and all pertinent stormwater quality management programs of the various federal, State and County agencies having jurisdiction over the Project.

58. The Board finds that, consistent with the cultural heritage resources policies of the 2012 Amended LCP, the Project was appropriately analyzed during the environmental/CEQA review process to determine potential impacts on cultural resources, and that no such impacts were identified. The Board further finds that the Project has been appropriately conditioned to require the permittee to notify Regional Planning and the Office of the State Historic Preservation in the event of the discovery of a significant cultural resource during any construction phase of the Project, and that in such instance, a "stop work" order shall be issued.
59. The Board finds that the Project is consistent with the land use policies of the 2012 Amended LCP in that: (a) the Project enhances public access to the shoreline by transferring 94 public parking spaces from the underutilized on-site public parking lot to Parcel 21; (b) the Project increases the economic viability of the Marina by converting an underutilized parking lot to a senior accommodations facility with 3,500 square feet of visitor-serving/convenience commercial space; and (c) DCB reviewed and conceptually approved the Project for consistency with the policies and objectives of the 2012 Amended LCP.
60. The Board finds that the Project is consistent with the coastal visual resources policies of the 2012 Amended LCP regarding the Project's wind impacts. Rowan, Williams, Davies and Irwin, Inc. ("RWDI"), a licensed engineering firm, performed a detailed assessment of the Project's potential impacts on winds coming from the east, west, southwest, and west-southwest. RWDI concluded that winds from the east, southwest, and west-southwest that come in contact with the Project's proposed structure would likely stay on land and not enter the Marina basins, and thus would not impact sailing in the Marina. RWDI further concluded that, due to the height of the existing hotel next to the Project site and the condominium towers located southeast of the site, the Project's impact on winds from the west would be insignificant. The Board further finds that, based on RWDI's analysis, the construction of the proposed structure on the site will not significantly increase infringements of wind access for boats in their berths, in the fairways, or in the main channel, nor adversely impact winds utilized by birds in flight.
61. The Board finds that, consistent with the hazards policies of the 2012 Amended LCP, Public Works approved the Project's drainage concept and standard urban stormwater mitigation plan, which are intended to mitigate flooding concerns related to site drainage and to minimize runoff of polluted rainwater sheet-flow into the Marina and public storm drain system. The Board further finds that the permittee will be required to implement the recommendations of Public Works and a geotechnical engineer related to secondary geologic hazards, including but not limited to, liquefaction, lateral spreading, and ground subsidence. The

permittee must obtain approval of a geologic report from Public Works prior to any construction on the site.

62. The Board finds that, consistent with the traffic circulation policies of the 2012 Amended LCP, the permittee will contribute its fair share of traffic mitigation fees to help fund construction of subregional transportation improvements prescribed in the LCP.
63. The Board finds that, consistent with the public works policies of the 2012 Amended LCP, the permittee has been appropriately conditioned to provide all necessary facilities and infrastructure required by Public Works prior to obtaining any certificate of occupancy for the Project.
64. The Board finds that the Project has been appropriately conditioned to incorporate water-conserving technology consistent with applicable local, State and/or federal regulations, and that Public Works will review the Project plans to insure that water conservation measures and techniques are incorporated into the Project.
65. The Board finds that, prior to the installation of any signage on the site, the permittee will be required to submit its proposed signage package to DCB for review and approval.
66. The Board finds that the Final EIR for the Project was prepared in accordance with CEQA, the State CEQA Guidelines, and the County's Environmental Document Reporting Procedures and Guidelines. The Board reviewed and considered the Final EIR, along with its associated MMP, Findings of Fact and SOC, and finds that they reflect the independent judgment of the Board. The Findings of Fact and SOC are incorporated herein by this reference, as if set forth in full.
67. The Board finds that the MMP for the Project is consistent with the conclusions and recommendations of the Final EIR and that the MMP's requirements are incorporated into the conditions of approval for the Project.
68. The Board finds that the MMP, prepared in conjunction with the Final EIR, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project.
69. Approval of this Project is conditioned on the permittee's compliance with the attached conditions of approval and the MMP.
70. The Board finds that the permittee has demonstrated suitability of the site for the proposed uses. The Board finds that establishment of the proposed uses at such location is in conformity with good zoning practice. The Board further finds that the permittee's compliance with the conditions of approval will ensure compatibility with surrounding land uses and consistency with all applicable General Plan policies.

71. The Board has duly considered all of the issues and information contained in the oral testimony and written correspondence submitted to the Board in opposition to the Project, as well as the issues and information contained in the oral testimony and written correspondence submitted to the Board in response thereto by County staff and the permittee. As set forth in these findings, in the Board Resolution for the Major Amendment, which is incorporated herein by reference, and as explained in the County's detailed responses to all public environmentally-related written comments received by the Commission and/or the Board regarding the Project, which responses have been incorporated into the Final EIR, the Board finds that there is substantial evidence supporting the conclusion that the Final EIR meets the requirements of CEQA. The Board further finds that the opposition testimony and written correspondence do not identify substantial evidence that the Final EIR violates CEQA, and that the Board has not been presented with credible evidence rebutting the analysis and conclusions in the Final EIR. The Board further finds that it has not been presented with credible evidence that the Project will cause the environmental impacts that Project opponents identified in their testimony and written correspondence.
72. The location of the documents and other materials constituting the record of proceedings upon which the Board's decision is based in this matter is the Los Angeles County Department of Regional Planning, 13th Floor, County Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Special Projects Section, Los Angeles County Department of Regional Planning.

BASED ON THE FOREGOING, THE BOARD OF SUPERVISORS CONCLUDES:

Regarding the Coastal Development Permit:

The proposed use with the attached conditions and restrictions is in conformity with the 2012 Amended LCP and the public access and public recreation policies of the California Coastal Act.

Regarding the Conditional Use Permit:

- A. The proposed use with the attached conditions and restrictions will be consistent with the adopted General Plan.
- B. That, with the attached conditions and restrictions, the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

- C. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in the Zoning Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
- D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and is adequately served by other public or private service facilities as are required.

Regarding the Parking Permit:

- A. There will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces.
- B. Off-site facilities will provide the required parking for the use because such off-site facilities are controlled through ownership, leasing or other arrangement by the owner of the use for which the site serves and are conveniently accessible to the main use.
- C. The requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding properties.
- D. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in the Title 22 of the County Code.

Regarding the CDP, CUP, and Parking Permit:

The information submitted by the permittee and presented at the public hearings substantiates the required findings for a Coastal Development Permit, Conditional Use Permit, and Parking Permit, as set forth in Title 22 of the County Code.

THEREFORE, THE BOARD OF SUPERVISORS:

1. Certifies that the Final EIR for the Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certifies that it independently reviewed and considered the information contained in the Final EIR, and that the Final EIR reflects the independent judgment and analysis of the Board as to the environmental consequences of the Project; indicates that, at the conclusion of its hearing on the Project, it certified the Final EIR and adopted the Findings of Fact and SOC and the MMP, found that the MMP is adequately designed to ensure compliance with the mitigation measures during the Project implementation, and found that the unavoidable significant effects of the Project after adoption of said mitigation measures are as described in those Findings of

Facts and SOC; and determined that the remaining, unavoidable environmental effects of the Project have been reduced to an acceptable level and are outweighed by specific health, safety, economic, social, and/or environmental benefits of the Project as stated in the Findings of Fact and SOC; and

2. Approves Coastal Development Permit No. 2006-00002-(4), Conditional Use Permit No. 2006-00115-(4), and Parking Permit No. 2006-00009-(4).

**CONDITIONS OF APPROVAL
PROJECT NUMBER R2006-01510-(4)
COASTAL DEVELOPMENT PERMIT NUMBER 2006-00002-(4)
CONDITIONAL USE PERMIT NUMBER 2006-00115-(4)
PARKING PERMIT NUMBER 2006-00009-(4)**

1. This grant authorizes the following:
 - A. A coastal development permit ("CDP") for the demolition of a surface public parking lot containing 186 parking spaces, and the construction of a senior accommodations facility containing 114 senior accommodation units, 3,500 square feet of visitor-serving/convenience commercial space, and associated landscaping, hardscape, garage parking, and other site amenities and facilities, on Parcel 147 ("Parcel 147") in Marina del Rey ("Marina").
 - B. A conditional use permit ("CUP") to allow for the on-site development of 3,500 square feet of visitor-serving/convenience commercial space in a Mixed Use Overlay Zone.
 - C. A parking permit ("Parking Permit") to allow the transfer of 94 public parking spaces from the site to Marina Parcel 21 ("Parcel 21").

All of the above improvements are depicted on the approved Exhibit "A" on file at the Los Angeles County ("County") Department of Regional Planning ("Regional Planning"), and the development and use authorized herein is subject to all of the following conditions of approval.

2. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or other entity making use of this grant.
3. This grant shall not be effective for any purpose until the permittee has filed at Regional Planning its affidavit stating that it is aware of, and agrees to accept, all of the conditions of this grant, until the conditions have been recorded as required by Condition No. 4, and until all required monies have been paid pursuant to Condition Nos. 9, 10, and 15. Notwithstanding the foregoing, this Condition No. 3 and Condition Nos. 2, 5, 6, 7, 9, 10, and 15 shall become immediately effective upon final approval by the County.
4. Prior to the use of this grant, the terms and conditions of the grant shall be recorded in the office of the County Registrar-Recorder/County Clerk ("Recorder"). Upon recordation, an official copy of the recorded conditions shall be provided to the Director of Regional Planning ("Director"). In addition, upon any transfer of the lease held by the permittee or sublease during the term of this grant, the permittee shall promptly provide a copy of the grant and its terms and conditions to the transferee of the lease or the sublessee.

5. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of section 65009 of the California Government Code, or any other applicable limitation period. The County shall notify the permittee of any such claim, action, or proceeding and the County shall reasonably cooperate in the defense.
6. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within 10 days of the filing pay Regional Planning an initial deposit of \$5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:
 - A. If during the litigation process, actual costs incurred reach 80 percent of the amount of the initial deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
 - B. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.

The cost for collection and duplication of records and other related documents shall be paid by the permittee in accordance with section 2.170.010 of the Los Angeles County Code ("County Code").

7. This grant shall expire unless used on or before the date that is two years after the "final legal challenge date," where the final legal challenge date shall mean the later of: (a) the last date on which any party may file any legal challenge or appeal of the approval action for this grant, provided no such legal challenge or appeal has been filed; or (b) if any legal challenge or appeal of the approval action for this grant is made by any party, then the date on which such legal challenge or appeal is fully and finally resolved, such that no further legal challenge may be made. No less than six months prior to the permit expiration date, the permittee may request in writing a one-year time extension and pay the applicable extension fee.
8. If any provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permits shall be void and the privileges granted hereunder shall lapse.

9. The subject property shall be developed, maintained, and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Prior to the use of this grant, the permittee shall deposit with the County the sum of \$6,000. These monies shall be placed in a performance fund which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval, including adherence to development in accordance with the approved site plan on file. The fund provides for 30 annual inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional inspections and for any enforcement efforts necessary to bring the subject property into compliance. Inspections shall be made to ensure compliance with the conditions of this grant as well as adherence to development in accordance with the approved site plan on file at Regional Planning. The amount charged for additional inspections shall be the amount equal to the recovery cost at the time of payment (currently \$200 per inspection).

10. Within five days following the final approval date of this grant by the County Board of Supervisors ("Board"), the permittee shall cause a Notice of Determination to be posted at the Recorder in compliance with section 21152 of the California Public Resources Code. The permittee shall remit applicable processing fees, payable to the County of Los Angeles, in connection with such filing. The project is not *de minimis* in its effect on fish and wildlife and is not exempt from payment of a fee to the California Department of Fish and Game pursuant to section 711.4 of the California Fish and Game Code. The current total fee amount is \$2,994.00 (\$2,919.00 plus \$75.00 processing fee). No land use project subject to this requirement is final, vested, or operative if said fee is unpaid.
11. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the County Regional Planning Commission ("Commission") or a County hearing officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or hearing officer finds that these conditions have been violated, or that this grant has been exercised so as to be detrimental to the public health or safety, or so as to be a nuisance. In the event that the County deems it necessary to initiate such proceedings pursuant to Part 13 of Chapter 22.56 of the County Code, the permittee shall compensate the County for all costs incurred in such proceedings.

12. The subject property shall be developed and maintained in substantial compliance with the approved site plan, dimensioned building elevations and sections, parking plans, landscaping plan, and other plans kept on file at Regional Planning, marked Exhibit "A." In the event that subsequent revised plans are submitted, the permittee shall submit four copies of the proposed plans to the Director for review and approval. All revised plans must be accompanied by the written authorization of the property owner for such revision.
13. The conditions and/or changes in the project, set forth in the final environmental impact report ("Final EIR"), necessary in order to assure that the proposed project will not have a significant effect on the environment, are incorporated herein by this reference and made conditions of approval of this grant. The permittee shall comply with all such conditions/changes in accordance with the attached Mitigation Monitoring Program ("MMP"), which is incorporated herein in its entirety by this reference. As a means of ensuring the effectiveness of such conditions and/or changes to the project, the permittee shall submit mitigation monitoring reports to Regional Planning for review and approval as frequently as may be required by Regional Planning, until such time as all mitigation measures have been implemented and completed or Regional Planning determines such mitigation measures are no longer necessary. The reports shall describe the status of the permittee's compliance with the required project conditions/changes.
14. Within 30 days following the final approval date of this grant, the permittee shall record a covenant with the County, attaching the MMP, and agreeing to comply with the required mitigation measures of the MMP. Prior to recordation, the permittee shall submit a copy of the covenant to Regional Planning for review and approval.
15. Within 30 days following the final approval date of this grant, the permittee shall deposit the sum of \$6,000 with Regional Planning, which payment shall be required prior to use of the grant and shall be utilized to defray the cost of reviewing the permittee's reports and verifying compliance with the MMP.
16. The senior accommodations facility shall be limited to one building containing 114 senior accommodation units, which units shall be occupied exclusively by persons aged 62 years and older.
17. The on-site building shall have one front yard and one rear yard, where the front yard shall be located between the building and Admiralty Way, and the rear yard shall be located between the building and Washington Boulevard. Both the front and rear yards shall have a minimum width of 10 feet, measured from the street to the building. The building shall have two side yards, one of which shall be located between the building and its boundary line with Marina Parcel 145, and the other shall be located between the building and its boundary line with Marina Parcel P. Each side yard shall have a minimum width of five feet, measured from the boundary line to the building.

18. No senior accommodation unit shall contain its own kitchen.
19. The permittee shall relocate 94 public parking spaces currently existing on Parcel 147 to Parcel 21. These public parking spaces shall be constructed and available for public use prior to the issuance of a Certificate of Occupancy for the project.
20. In conformance with the approved parking plans on file with Regional Planning and contained within Exhibit "A," the permittee shall provide a minimum of 161 on-site parking spaces, of which 154 spaces shall be standard parking spaces and 7 spaces shall be disabled parking spaces. Of the 161 on-site parking spaces, 92 spaces shall be reserved for public parking, 55 spaces shall be reserved for the senior accommodations facility, and 14 spaces shall be reserved for the visitor-serving/convenience commercial use. The 92 parking spaces reserved for public parking shall be separate and apart from the parking spaces reserved for the visitor-serving/convenience commercial and senior accommodation uses. The permittee shall install conspicuous signage directing the public to the public parking spaces, and shall obtain the approval of the County Design Control Board ("DCB") for any such signage prior to installation.
21. The senior accommodations facility shall comply at all times with all federal and State fair housing laws, and all federal and State statutes governing "housing for older persons," as that phrase is defined in the applicable federal and State statutes, including but not limited to sections 3601, et seq., of Title 42 of the United States Code, sections 12955, et seq., of the California Government Code, and sections 51, et seq., of the California Civil Code, and all regulations promulgated thereunder.
22. The permittee shall be prohibited from restricting the rental of any senior accommodation unit or any portion of the site on the basis of sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, familial status, or sexual orientation of any person. The permittee shall further be prohibited from establishing or allowing any practice of discrimination or segregation in determining the selection, location, number, use or occupancy of any tenant, lessee, subtenant, sublessee, or vendee of the site or any portion thereof.
23. All leases, contracts, and/or rental agreements pertaining to the site or any portion thereof shall contain and be subject to the following non-discrimination/non-segregation clause:

There shall be no discrimination against or segregation of any person, or group of persons, on account of sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, familial status, or sexual orientation in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of these premises.

24. The non-discrimination/non-segregation provisions and conditions set forth in Condition Nos. 23 and 24 shall remain in effect in perpetuity.
25. All development shall comply with the requirements of Title 22 of the County Code (Zoning Ordinance), the Marina del Rey Local Coastal Program ("LCP"), and the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions or as shown on the approved Exhibit "A" or a revised Exhibit "A" approved by the Director.
26. Except for seasonal decorations or signage provided by or for a civic or non-profit organization, all structures, walls, and fences open to public view shall remain free of extraneous markings, drawings, or signage that do not directly relate to the use of the property or provide pertinent information about the premises. In the event any such extraneous markings become visible, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of their visibility, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
27. Prior to obtaining any building permit for the project, the permittee shall obtain DCB's approval of the project's proposed final signage, landscaping, building colors, and materials palette.
28. Prior to obtaining any building permit for the project, the permittee shall obtain final design approval from DCB and the Director for the project's proposed final pedestrian amenities.
29. Within 60 days following DCB's final design approval of the project, the permittee shall submit to the Director for review and approval three copies of a revised Exhibit "A," similar to the one presented at the Board hearing on April 26, 2011, which shall contain a full set of the site plans, floor plans, parking plan, roof plan, building elevations, building cross-sections, landscaping plan, and signage plan approved by DCB.
30. Within 60 days following DCB's final design approval of the project, the permittee shall submit three copies of a landscape plan to the Director for review and approval, which landscape plan may be incorporated into a revised Exhibit "A." The landscape plan shall show the size, type, and location of all on-site plants, trees, and watering facilities. All landscaping shall be maintained in a neat, clean, and healthful condition, and proper pruning, weeding, removal of litter, fertilizing, and replacement of plants shall occur when necessary.
31. Within 60 days following DCB's final design approval for the project, the permittee shall submit three copies of a signage plan to the Director and to the Director of the County Department of Beaches and Harbors ("DBH") for review and approval, which signage plan may be incorporated into a revised Exhibit "A." The signage plan shall include elevations, proposed lettering, colors, and

locations of signage on the site. All renderings of said signage shall be drawn to scale and shall be in conformity with the signage approved by DCB.

32. All structures in the project shall comply with the requirements of the Division of Building and Safety of the County Department of Public Works ("Public Works"), the County Forester and Fire Warden ("Fire Department"), and the County Department of Public Health ("Public Health").
33. Upon approval of this grant, the permittee shall contact the Fire Prevention Bureau of the Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities, including but not limited to water mains, fire hydrants, gated access width, emergency access, and fire flow facilities, shall be provided to the satisfaction of and within the time periods established by the Fire Department.
34. Prior to obtaining any building permit for the project, the permittee shall obtain approval from the Fire Department of a fire safety plan for the site which satisfies the requirements of the County Code. Development of the project shall conform with the approved fire safety plan, a copy of which shall be provided to Regional Planning.
35. The permittee shall provide fire sprinklers and smoke detectors in all structures to the satisfaction of the Fire Department.
36. The following conditions shall apply to project construction activities:
 - A. Construction activity shall only take place between the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday. Written permission from DBH is required prior to any construction activity on Saturdays and, in all cases, construction activity on Saturdays shall only take place between the hours of 8:00 a.m. to 5:00 p.m. No construction activities shall occur on Sundays or legal holidays.
 - B. Notwithstanding subsection (A), pile-driving activities shall only take place between the hours of 8:00 a.m. to 4:30 p.m., Monday through Friday. No pile-driving activities shall be conducted on Saturdays, Sundays, or legal holidays. Ten days prior to any pile-driving activity, the permittee shall provide adjacent property owners the pile-driving schedule and a three-day notice of any re-tapping activities that may occur. The permittee shall submit a copy of the pile-driving schedule and mailing list of adjacent property owners to the Director and to Public Works prior to initiating any such activities. In addition, at least 10 days prior to any construction activities on the site, the permittee shall conspicuously post a construction schedule at the site's street frontages on Washington Boulevard and Admiralty Way. The schedule shall include detailed information about where to lodge questions, concerns, or complaints regarding construction-

related noise issues. The permittee shall take appropriate action to minimize any reported noise problems.

- C. All graded material shall be sufficiently watered to prevent excessive amounts of dust during the construction phase. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All clearing, grading, earth-moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) to prevent excessive amounts of dust. Any materials transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- D. All fixed and mobile construction equipment shall be in proper operating condition and be fitted with standard silencing devices. Engineering noise controls shall be implemented on fixed equipment to minimize adverse effects on nearby properties. Generators and pneumatic compressors shall be noise protected in a manner that will minimize noise inconvenience to adjacent properties. All construction equipment, fixed or mobile, that is utilized on the site for more than two working days shall be in proper operating condition and fitted with standard factory silencing features. To ensure that mobile and stationary equipment is properly maintained and meets all federal, State, and local standards, the permittee shall maintain an equipment log. Said log shall document the condition of equipment relative to factory specifications and identify the measures taken to ensure that all construction equipment is in proper tune and fitted with an adequate muffling device. Said log shall be submitted to the Director and to Public Works for review and approval on a quarterly basis. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of residential land uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses.
- E. Parking of construction worker vehicles and storage of construction equipment and materials shall be on-site.
- F. All project-related truck hauling shall be restricted to a route approved by the Director of Public Works, a map of which shall be provided to the Director upon approval. The permittee shall post a notice at the construction site and along the proposed truck haul route. The notice shall contain information on the type of project, anticipated duration of construction activity, and provide a phone number where people can lodge questions and complaints. The permittee shall keep records of all complaints and take appropriate action to minimize noise generated by the offending activity where feasible. A monthly log of noise complaints shall be maintained by the permittee and submitted to Public Health.

- G. The permittee shall develop and implement a construction management plan, as approved by the Director and the Director of Public Works, which includes all of the following measures recommended by the South Coast Air Quality Management District ("SCAQMD"), or other measures of equivalent effectiveness approved by the SCAQMD:
- i. Configure construction parking to minimize traffic interference;
 - ii. Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person);
 - iii. Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable as determined by the Director of Public Works;
 - iv. Consolidate truck deliveries when possible;
 - v. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
 - vi. Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at (800) 242-4022 for daily forecasts;
 - vii. Use electricity from power poles rather than temporary diesel- or gasoline-powered generators, except as approved by the Director of Public Works;
 - viii. Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices; and
 - ix. Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.
- H. The permittee shall develop and implement a dust control plan, as approved by the Director, the Director of Public Works, and the County Local Enforcement Agency ("LEA"), which includes the following measures recommended by the SCAQMD, or other measures of equivalent effectiveness approved by the SCAQMD:
- i. Apply approved non-toxic chemical soil stabilizers according to the manufacturer's specification to all inactive construction areas (previously graded areas inactive for four days or more);
 - ii. Replace ground cover in disturbed areas as quickly as possible;

- iii. Enclose, cover, water twice daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, dirt) according to manufacturers' specifications;
 - iv. Provide temporary wind fencing consisting of three- to five-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded;
 - v. Sweep streets at the end of the day if visible soil material is carried over to adjacent roads (recommend water sweepers using reclaimed water if readily available);
 - vi. Install wheel washers where vehicles enter and exit unpaved areas onto paved roads, or wash-off trucks and any equipment leaving the site each trip; and
 - vii. Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.
- I. All construction and development on the site shall comply with the applicable provisions of the California Building Code and the various related mechanical, electrical, plumbing, fire, grading, and excavation codes as currently adopted by the County; and
 - J. The permittee shall demonstrate that all construction and demolition debris, to the maximum extent feasible as determined by the Director of Public Works, will be salvaged and recycled in a practical, available, and accessible manner during the construction phase. Prior to obtaining any building permit for the project, the permittee shall provide documentation of this recycling program to the Director of Public Works.
37. Sidewalks and driveways on-site shall comply with the requirements of the federal Americans with Disabilities Act and shall be designed and constructed to the satisfaction of Public Works.
38. Site development shall be conducted in conformance with the archeological reporting requirements set forth in the Zoning Ordinance.
39. The permittee shall establish a functional transportation demand management ("TDM") program, or shall participate in an existing TDM program. Viable TDM components may include, but shall not be limited to, carpools, ridesharing, vanpools, increased use of transit, increased use of bicycles for transportation, bicycle racks, preferential parking for TDM participants, incentives for TDM participants, and/or disincentives for single occupancy vehicle trips by employees. The permittee shall submit annual reports to the Director regarding the effectiveness of the TDM program.

40. The permittee shall provide transportation services to the residents of the senior accommodations facility, which services shall be made reasonably available to residents 24 hours a day, seven days a week.
41. Prior to obtaining any building permit for the project, the permittee shall pay applicable traffic mitigation fees for the project, to the satisfaction of the Director of Public Works.
42. Prior to obtaining any building permit for the project, the permittee shall install conspicuous signage, as shown on the final signage plan approved by DCB, at each entrance to the pedestrian path between Washington Boulevard and Admiralty Way, identifying these locations as public access ways.
43. All necessary facilities and infrastructure required by Public Works shall be provided for the project prior to the County's issuance of a Certificate of Occupancy for the project to the satisfaction of the Director of Public Works. All project infrastructure shall be designed and constructed in an environmentally-sensitive manner, in full conformance with Public Works' requirements, to the satisfaction of said department, and shall follow the design and recreation policies of the LCP, including any landscaping standards required by DCB.
44. The permittee shall obtain all necessary permits from Public Works and shall maintain all such permits in full force and effect throughout the life of this grant.
45. Prior to obtaining any building permit for the project, the permittee shall submit a flood control, runoff, and storm drain plan to Public Works for review and approval, which plan shall be consistent with the Santa Monica Bay Recovery Plan.
46. The permittee shall comply with the NPDES (National Pollution Discharge Elimination System) requirements of Public Works and the California Regional Water Quality Control Board. Prior to obtaining any building permit for the project, the permittee shall obtain any other necessary permit or approval from Public Works related to these requirements.
47. The site shall be developed and maintained in compliance with the requirements of Public Health. Adequate water and sewage disposal facilities shall be provided to the satisfaction of said departments.
48. The project's buildings shall be designed and constructed utilizing earthquake-resistant construction and engineering practices so as to withstand a seismic event. Public Works shall determine in its discretion whether the permittee shall be required to undertake an earthquake study prior to obtaining any building permit for the project. If any earthquake study is undertaken, such study shall comply with the latest recommendations of the California Department of Conservation and the Seismic Safety Board.

49. In the event of discovery of Native American remains or of grave goods, section 7050.5 of the California Health and Safety Code and sections 5097.94, 5097.98, and 5097.99 of the California Public Resources Code shall apply and govern the permittee's development activities. In addition, in compliance with the Zoning Ordinance, the permittee shall notify the Office of State Historic Preservation and Regional Planning of the discovery, and in such instances a "stop work" order shall be issued.
50. Prior to commencement of grading, the permittee shall provide evidence that it has notified the Office of State Historic Preservation and the Native American Heritage Commission of the location of the proposed grading, the proposed extent of the grading, and the dates on which the work is expected to take place.
51. In the event a significant cultural resource is found on-site during construction, the permittee shall ensure that such resource is provided to and maintained by the County Museum of Natural History, or other appropriate entity or agency, or is treated as otherwise provided by law.
52. The permittee shall maintain the subject property in a neat and orderly fashion and free of litter. Yard areas that are visible from the street shall be free of debris, trash, lumber, overgrown or dead vegetation, broken or discarded furniture, and household equipment such as refrigerators, stoves, and freezers.
53. All ground- and roof-mounted equipment shall be fully screened from public view. All roof-mounted facility screening materials shall be constructed of high quality building materials and shall be fully integrated into the building architecture.
54. Outside lighting shall be arranged to prevent glare or direct illumination onto any adjacent properties and shall be subject to the requirements of DCB.
55. Project development shall conform to the phasing schedules in the LCP. The phasing schedules include requirements for circulation and public recreation improvements and infrastructure.
56. The permittee shall incorporate water-conserving devices and technologies into the project, in compliance with local, State, and/or federal regulations, to the satisfaction of the Director of Public Works.
57. The permittee shall comply with all recommended conditions listed in the attached letter from the Fire Department, dated March 26, 2009, except as otherwise required by said department.
58. The permittee shall comply with all recommended conditions listed in the attached letter from Public Works, dated August 11, 2009, except as otherwise required by said department.

59. The aforementioned conditions shall run with the land and shall be binding on all lessees and sublessees of Parcel 147.

Attachments:

Mitigation Monitoring Program (Pages 1-82)

Los Angeles County Fire Department letter dated March 26, 2009

Department of Public Works letter dated August 11, 2009

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Geotechnical Hazards</p> <p>GEO-1 The applicant shall implement the geotechnical engineering recommendations related to groundwater of the geotechnical engineer and/or others, as well as conform to all subsequent conditions that are imposed on the project and are deemed appropriate and necessary during grading, construction, and/or operation of the proposed developments at Parcel OT and Parcel 21. A summary of these recommendations follows:</p> <p>Parcel OT and Parcel 21 <u>Excavation and Dewatering</u> <i>Construction</i></p> <ul style="list-style-type: none"> Open, unshored, excavations above the groundwater table may be cut vertically to a maximum depth of no more than four feet. Excavations extending between four and 15 feet deep (Parcel OT) or between four and ten feet (Parcel 21) shall be shored or sloped back from the base of the excavation to at least a one and one-half horizontal to 1 vertical (1.5H:1V) slope or flatter. If excavations dry out, sloughing will occur. No excavation shall be made within a 1:1 line projected outward from the toe of any existing footing or structure. During the time open (unshored) excavations are open, no heavy grading equipment or other surcharge loads (i.e. excavation spoils) shall be allowed within a horizontal distance from the top of any slope equal to the depth of the excavation (both distances measured from the top of the excavation slope). Adequate measures shall be taken to protect any structural foundations, pavements, or utilities adjacent to any excavations. 	Grading/ Construction Operation	County Geotechnical Engineer	Grading Permit Prior to Building Permit Prior to Occupancy	County Public Works		
	Grading/ Construction	County Geotechnical Engineer	Grading Permit Prior to Building Permit	County Public Works		
	Grading/ Construction	County Geotechnical Engineer	Grading Permit Prior to Building Permit	County Public Works		
	Grading/ Construction	County Geotechnical Engineer	Grading Permit Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> Design and operation of any dewatering system shall be the responsibility of the contractor. However, Earth Systems Southern California Inc. suggests that a sheet-pile cutoff wall shall be used as a cutoff wall to minimize entry of groundwater into the temporary basement excavation. Alternatively, a soil-cement cutoff wall shall be used as the cutoff wall if it is also proposed as a mitigation measure for lateral spreading. Sumps, pumps, and or well points may also be necessary to remove groundwater from the basement excavation during construction. Sizing and operation of sumps and pumps or well points shall be the responsibility of the contractor. 	Grading/Construction	County Geotechnical Engineer	Grading Permit On-going	County Public Works		
<p><i>Operation</i></p> <p>To minimize entry of moisture into the completed subterranean portions of the structures, a subdrain and backdrain system with sumps and sump pumps shall be utilized below the bottom floor slab and behind the retaining walls for the subterranean portions of the structure.</p> <p>GEO-2 The applicant shall implement the geotechnical engineering recommendations related to soil condition improvement of the geotechnical engineer and/or others, as well as conform to all subsequent conditions that are imposed on the project and are deemed appropriate and necessary during grading, construction, and/or operation of the proposed developments at Parcel OT and Parcel 21. A summary of these recommendations follows:</p>	Construction Operation	County Geotechnical Engineer	Prior to Building Permit	County Public Works		
	Grading/Construction Operation	County Geotechnical Engineer Contractor	Grading Permit Field Verification On-going	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Parcel OT <u>General Site Preparation</u></p> <ul style="list-style-type: none"> As the existing fill material is not suitable for use in engineered fill at the site, all strippings and debris shall be removed from the site in order to preclude their incorporation in site fill or remedial excavation backfill. Depressions resulting from such removals shall have debris and loose soils removed and filled with suitable soils placed as recommended below. Soils beneath any proposed traffic-bearing pavement and any exterior non-traffic bearing concrete flatwork (sidewalks, patios, walkways etc.), shall be excavated a minimum of 24 inches below the existing grade or finished subgrade, whichever is lower. The remedial excavation shall extend a minimum lateral distance of at least two feet beyond pavement edges. The bottom of the remedial excavation shall then be scarified (ripped) six inches. Suitable imported soils shall be used to replace the excavated fill, if necessary. The imported material shall be moisture conditioned to near optimum moisture content and be uniformly compacted to at least 90 percent of maximum dry density using mechanical compaction equipment. Compaction shall be verified by testing. <i>It shall be understood that the new fill beneath such pavements and slabs will still be supported on at least 10 feet of non-engineered old debris fill, and as such may be subject to distress and shorter service life.</i> If necessary, import soils shall be equal to, or better than, the on-site soils in strength, expansion, compressibility, and soil chemistry characteristics. In general, import material shall be free of organic matter and harmful substances, have 100 percent passing a two inch sieve, 60 percent to 100 percent passing a #4 sieve, no more than 20 percent passing a #200 sieve, an Expansion Index less than 20, a 	Grading/ Construction	County Geotechnical Engineer Contractor	Grading Permit Field Verification	County Public Works		
	Grading/ Construction	County Geotechnical Engineer Contractor	Grading Permit Field Verification	County Public Works		
	Grading/ Construction	County Geotechnical Engineer Contractor	Grading Plan Check Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Liquid Limit less than 35, and a Plasticity Index less than 12. If they are to be utilized, import soils shall be evaluated prior to their use. Approval of import soils shall be given only after the material is on the project, either in-place, or stockpiled in adequate quantity to complete the project.</p> <ul style="list-style-type: none"> Backfill around or adjacent to confined areas (i.e. interior utility trench excavations, etc.) shall be performed either with a lean sand/cement slurry (minimum two sacks of cement per cubic yard) or "flowable fill" material (a mixture of sand/cement/fly ash). The fluidity and lift placement thickness of any such material shall be controlled in order to prevent "floating" of any "submerged" structure. Roof drainage systems for the proposed structure shall be designed so that runoff water is diverted away from any structure. Final site grades shall be designed and constructed so that all water is diverted away from all structures and not allowed to pond on or near pavement. Drainage devices shall be constructed to divert drainage from the project site. 	Construction Operation	County Geotechnical Engineer Contractor	Prior to Building Permit	County Public Works		
<p><u>Slab-on-Grade Construction</u></p> <ul style="list-style-type: none"> Any exterior building concrete slab-on-grade construction shall be supported by compacted soils. A minimum of four inches of compacted sand or gravel shall be placed over the finished compacted subgrade prior to placing concrete. This granular material shall be moisture conditioned to near optimum moisture content and uniformly compacted using mechanical compaction equipment. Reinforcement of slab-on-grade construction is contingent upon the structural engineer's recommendations and the Expansion Index of the 	Grading/ Construction Operation	County Geotechnical Engineer Contractor	Grading Plan Check Prior to Building Permit On-going Grading Plan Check Prior to Building Permit	County Public Works		
	Grading/ Construction	County Geotechnical Engineer Contractor	Grading Plan Check Prior to Building Permit	County Public Works		
	Grading/ Construction	County Geotechnical Engineer	Grading Plan Check	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>supporting soils. Since the mixing of fill soils with native soils could change the Expansion Index, additional tests shall be conducted during rough grading to determine the expansion characteristics of the new subgrade soils. Structural mat and post-tensioned slabs shall be designed as outlined below. All exterior concrete slab-on-grade construction shall be reinforced with at least #4 bars on 16-inch centers, each way. Reinforcement shall be placed at mid-depth of the slab. Additional reinforcement may be required once the final expansion potential of the subgrade soils is known. Actual reinforcement requirements will be dependent on the Expansion Index of the bearing soils, applicable sections of the governing building code, and requirements of the structural engineer.</p> <ul style="list-style-type: none"> Cracks that develop in concrete slab-on-grade shall be filled and sealed prior to placing floor coverings. Frequent control joints shall be incorporated into the slab construction, particularly in the areas of re-entrant corners, to help control cracking. In areas of moisture sensitive floor coverings, an appropriate vapor retarder shall be installed in order to minimize vapor transmission from the subgrade soil to the slab. The vapor retarder shall be centered within the four-inch thick sand layer. The vapor retarder shall be evaluated for holes and/or punctures, and the edges overlapped and taped, prior to placement of sand. Any holes or punctures observed shall be properly repaired. The retarder shall be covered with two inches of sand to help protect it during construction. The sand shall be lightly moistened and densified just prior to placing the concrete. 		Structural Engineer	Prior to Building Permit			
	Construction	County	During Building Inspection Prior to Occupancy	County Public Works		
	Grading/ Construction	County Geotechnical Engineer	During Building Inspection Prior to Occupancy	County Public Works		

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> Relatively impervious floor coverings (i.e. vinyl, linoleum, etc.) that cover concrete slab-on-grade may block the passage of moisture vapor through the concrete slab, which could result in damage to the floor covering. After the concrete slab has sufficiently cured, the concrete slab surface shall be sealed with a commercial sealant prior to placing the floor covering. The compatibility, and recommendations for placing of the concrete sealer, mastic, and floor covering shall be verified by the floor covering manufacturer prior to sealing the concrete or placing of the floor covering. The proposed exterior perimeter slabs (sidewalks, patios, walkways, etc.) shall be designed to be relatively independent of foundation stems (free-floating) to help mitigate cracking due to foundation settlement and/or expansion. 	Construction	County	Building Permit Plan Check Verified at Inspection Prior to Construction	County Public Works		
<ul style="list-style-type: none"> Subgrade soils for all concrete flatwork shall be moisture conditioned to near optimum moisture content within 24 hours prior to placement of concrete. Measures shall be taken to maintain optimum moisture until concrete is placed. Actual depths of pre-moistening shall be dependent upon the actual Expansion Index of the subgrade soils. 	Grading/Construction	County Geotechnical Engineer	Building Permit Plan Check Verified at Inspection Prior to Construction Grading Plan Check Building Permit Plan Check Verified at Inspection Prior to Construction	County Public Works		
<p>Parcel 21 <u>General Site Preparation</u></p> <ul style="list-style-type: none"> Much of the soil within the building footprints is very loose and soft, and the foundation excavations are expected to penetrate to a depth near or below the groundwater table elevation. Therefore, to provide a firm working surface for pile driving and 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Building Permit Plan Check Verified at Inspection Prior to Construction	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>construction of the pile caps and structural deck, a layer of gravel, at least one-foot thick, shall be placed at the base of the excavation for each building footprint.</p> <ul style="list-style-type: none"> Soils beneath any proposed traffic-bearing flexible pavement and non-traffic-bearing flatwork. (sidewalks, walkways, patios, etc.) outside the building footprints, shall be excavated a minimum of 24 inches below the existing grade or finished subgrade, whichever is lower. These remedial excavations shall extend a minimum lateral distance of at least two feet beyond the pavement edges. The bottom of the remedial excavation shall then be scarified (ripped) six inches. The scarified and excavated soils shall be moisture conditioned to near optimum moisture content and be uniformly compacted to at least 90 percent of maximum dry density using mechanical compaction equipment. Compaction shall be verified by testing. The purpose of this recommendation is to provide minimum subgrade support to attain minimum life for the proposed pavements and flatwork. <i>It shall be understood that, the entire site is underlain by at least 17 feet of poorly compacted uncertified fill and the proposed pavements and flatwork may experience settlement and other distress sooner and to a greater degree than pavements and flatwork supported by a full depth of structural fill.</i> If used, any import soils shall be equal to, or better than, the on-site soils in strength, expansion, compressibility, and soil chemistry characteristics. In general, import material shall be free of organic matter and harmful substances, have no more than 20 percent passing a #200 sieve, and an Expansion Index less than 20. Import soils shall be evaluated prior to their use, but will not be prequalified by the geotechnical consultant. Approval of import soils 	Grading/Construction	County Geotechnical Engineer	Grading Permit Plan Check Building Permit Plan Check Verified at Inspection Prior to Construction	County Public Works		
	Grading/Construction	County Geotechnical Engineer	Grading Plan Check Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>shall be given only after the material is on the project, either in-place, or stockpiled in adequate quantity to complete the project.</p> <ul style="list-style-type: none"> Backfill around or adjacent to confined areas (i.e. interior utility trench excavations, etc.) shall be performed with a lean sand/cement slurry (minimum two sacks of cement per cubic yard) or "flowable fill" material (a mixture of sand/cement/fly ash). The fluidity and lift placement thickness of any such material shall be controlled in order to prevent "floating" of any "submerged" structure. Roof drainage systems for the proposed structures shall be designed so that runoff water is diverted away from any structure. Final site grades shall be designed and constructed so that all water is diverted away from all structures and not allowed to pond on or near pavement. Drainage devices shall be constructed to divert drainage from the project site. 	Grading/Construction	County	Prior to Building Permit	County Public Works		
<p><u>Temporary Shoring</u></p> <ul style="list-style-type: none"> The proposed partial subterranean parking level excavation will be approximately five to seven feet deep and may be adjacent to at least one property line. Temporary shoring may be necessary to support the excavation during construction. The shoring shall consist of temporary sheet pile or steel panels, a soldier pile and lagging type system, or similar temporary shoring system. The shoring shall be cantilevered. Cantilevered, shoring shall be designed to resist active lateral earth pressures of 40Z pounds per square foot (psf) per foot of depth, where Z = Depth (in feet) measured below the top of the retained 	Construction Operation	County	Building Permit Plan Check Prior to Occupancy	County Public Works		
	Grading/Construction	County	On-going Prior to Grading Permit Prior to Building Permit	County Public Works		
	Grading/Construction	County	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
	Grading/Construction	County Geotechnical Engineer Structural Engineer		County Public Works		
	Grading/Construction	County Geotechnical Engineer		County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>ground surface behind the shoring. This value is based on level ground behind the shoring.</p> <ul style="list-style-type: none"> The lateral earth pressure to be resisted by retaining shall be increased to allow for surcharge loads. The surcharge considered shall include the loads from any other structures or vehicle traffic within a distance at least equal to the height of the shoring. This includes the surcharge from the weight of the existing south property-line wall if this wall is to be preserved in place. Surcharge effects for cantilevered shoring shall be computed assuming active earth pressure conditions using a pressure coefficient of 0.4. Lateral resistance for temporary shoring sheet piles or soldier piles founded in native site soils shall be assumed to be provided by passive pressure below the bottom of the excavation. As discussed above, the excavation depth is expected to be approximately seven feet below the existing ground surface. The passive pressure for temporary sheet piles or soldier piles may be taken as 250D pounds per square foot (psf) per foot of depth for unsaturated soils, where D = Depth (in feet) measured below the bottom of the excavation. For saturated soils below the water table, passive pressure of 135 psf per foot of soil may be used. This resisting pressure is an ultimate value. An appropriate factor of safety shall be used for design calculations (minimum of 1.5 recommended). The effective width of soldier piles for passive pressure calculations shall be taken as up to three times the actual pile width. 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Lateral resistance for temporary shoring sheet piles or soldier piles founded in native site soils shall be assumed to be provided by passive pressure below the bottom of the excavation. As discussed above, the excavation depth is expected to be approximately seven feet below the existing ground surface. The passive pressure for temporary sheet piles or soldier piles may be taken as 250D pounds per square foot (psf) per foot of depth for unsaturated soils, where D = Depth (in feet) measured below the bottom of the excavation. For saturated soils below the water table, passive pressure of 135 psf per foot of soil may be used. This resisting pressure is an ultimate value. An appropriate factor of safety shall be used for design calculations (minimum of 1.5 recommended). The effective width of soldier piles for passive pressure calculations shall be taken as up to three times the actual pile width. 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> If soldier piles are used, exposed soils between soldier piles shall be supported by lagging and backfilled or supported through the use of reinforced gunite designed to prevent soil movement. All timber lagging to be left in the ground shall be pressure treated in accordance with Standard Specifications for Public Works Construction, Section 204-2. 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<p>GEO-3 The applicant shall implement the geotechnical engineering recommendations related to secondary seismic hazards (liquefaction, ground subsidence, and lateral spreading) of the geotechnical engineer and/or others, as well as conform to all subsequent conditions that are imposed on the project and are deemed appropriate and necessary during grading, construction, and/or operation of the proposed developments at Parcel OI and Parcel 21. A summary of these recommendations follows:</p>	Grading/Construction Operation	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit On-going	County Public Works		
<p>Parcel OI <u>Soil Improvement</u></p> <ul style="list-style-type: none"> There are a variety of methods that can be used for soil improvement to minimize liquefaction potential. For this site, the Earth Systems Southern California (ESSC) recommends: a) a combination of a soil-cement cutoff wall around most or all of the site perimeter and stone columns for soil densification and excess pore water pressure relief, or b) a cellular pattern of soil-cement cutoff walls to both mitigate the lateral spreading issue and to provide support for a mat-type foundation system. 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> It should be understood that if it is intended to leave some of the existing fill in place, soil improvement of that type of debris-filled irregular material may be difficult and may not result in adequate support for a mat foundation. Consideration shall be given to doing complete removal of the existing fill and replacement to the proposed mat foundation elevation with imported granular engineered fill. 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> At a minimum, a soil-cement cutoff wall shall be installed along the easterly site boundary (adjacent to the lagoon) to mitigate the potential for lateral spreading. The cutoff wall shall be at least 30 feet deep to fully contain the soils with potential for lateral movement. Soil-cement cutoff walls shall also be installed around the remaining portions of the site perimeter for temporary excavation support and groundwater control. Additionally, if stone columns are not used, some soil-cement cutoff walls are recommended in the interior of the building footprint for form a "cellular" pattern for soil containment and support of a mat foundation. 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Soil-cement cutoff walls shall consist of overlapping "cylinders" of soil mixed in place at depth with Portland cement or other suitable cementitious materials. The specific soil cement mix design shall be provided by a qualified ground improvement contractor under the review of the project geotechnical engineer. 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Stone columns shall be installed on a grid pattern to cover the building footprint plus at least 10 feet laterally beyond the building footprint. The exact spacing and depth of the stone columns is dependent on the amount of liquefying soil in a given part of the site. 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> As a preliminary estimate for the south part of the site, stone columns shall be spaced at no further than eight feet on center and should be at least 50 feet deep (below existing grade) to intersect all potentially liquefiable soil. In the northerly side of the site, stone columns shall be at least 30 feet deep to intersect the deepest liquefying layer in that area. 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Stone columns shall be at least 18 inches in diameter and shall consist of relatively clean gravel placed in a "column" by means of a crane-mounted vibrator. 	Grading/Construction	County	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Wick drains (if used) shall be used to relieve excess pore pressure during stone-column installation and maximize ground densification. Wick drains shall consist of a geosynthetic drain material typically about four inches wide corrugated plastic with a filter fabric wrapping. Wick drains shall be installed to the same depth as the adjacent stone columns and are typically installed by hydraulic push methods. 	Grading/Construction	County Geotechnical Engineer		County Public Works		
<ul style="list-style-type: none"> Deep soil mixed soil-cement cutoff walls, stone columns, and wick drains (if used) shall be installed by a qualified ground improvement contractor with experience in Southern California. The ground improvement contractor shall be consulted for more specific estimates of the stone column specifications and for special limitations of the ground improvement methods. 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Confirmation testing shall be required to verify that the ground improvement has achieved the minimum soil densities and strengths necessary to adequately reduce the liquefaction potential. At least 10 CPT soundings and five soil borings with SPT samples shall be performed after installation of the stone columns (and wick drains if used) to demonstrate the "post ground improvement" soil density. Earth 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Systems Southern California (ESSC) recommends the following tentative criteria to demonstrate adequate densification: corrected SPT blow counts (N_{160cs}) shall exceed 30 blows per foot, and CPT tip resistance (Q_{1cn}) shall exceed 160 tons per square foot (tsf) in all of the soils below the proposed building foundation that do not meet the "Chinese criteria" (clay content <15 percent or CPT Ic parameter <2.5).</p> <ul style="list-style-type: none"> An indicator program of soil-cement cutoff walls and stone columns is recommended at the beginning of the project (prior to full "production" of soil-cement and stone columns) to verify their effectiveness. For the indicator program, a soil-cement cutoff wall at least five feet wide by at least 20 feet long should be installed. Indicator stone columns should be installed in a 100 square foot area in the northerly part of the site and a 100 square foot area in the southerly part of the site. At least two borings with SPT samples and at least two CPT soundings should be completed in each of the two test areas to verify the effectiveness of the soil densification. Once the indicator program is complete, the ground improvement program can be finalized. 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<p><u>Mat Foundations</u> Due to the soft, variable nature of the site soils and the potential for seismic-induced ground movement, a structural mat foundation is recommended for the building foundation. The proposed soil improvement will reduce but not eliminate all potential variability in ground support for building foundations. Earth Systems Southern California (ESSC) recommends that any building or structure constructed on this site be designed to at least the minimum standards for Seismic Zone 4, as designated by the 2001 edition of the California Building Code (CBC).</p> <ul style="list-style-type: none"> The mat shall be either conventionally reinforced or consist of a post-tensioned slab system. Specific criteria for post-tensioned slab design shall be 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>provided by the project geotechnical engineer if a post-tensioned system is selected.</p> <ul style="list-style-type: none"> The mat foundation for the proposed structure shall be supported by improved ground. An allowable "net" bearing capacity of 1,500 pounds per square foot (psf) shall be utilized for dead and sustained live loads for design of the mat foundation. This value is a "net" value that includes the compensation for soil removal assuming a minimum five-foot deep parking basement. This value shall be increased by 1/3 when considering transient loads such as earthquake or wind forces. The mat slab shall be at least six inches thick and shall include a perimeter beam extending a minimum of 24 inches below finished adjacent grade. The actual depth, width, and reinforcement requirements for the mat foundation depend on the Expansion Index of the bearing soils and shall be specified by the structural engineer. The mat foundation shall be designed to accommodate differential movement of up to 1.5 inches in a 30-foot span (1:240 distortion ratio). Resistance to lateral loading may be provided by friction acting along the mat foundation base. A coefficient of friction of 0.35 shall be used for concrete foundations on site soils that have been "improved." This value includes a safety factor of 1.5. Additional resistance to lateral loading may be provided by passive earth pressure acting against the sides of foundations or grade beams. Based on the presence of "improved" soils around the perimeter of the proposed building, the passive pressure is estimated to be 350 Z PSF, where Z = Depth (in feet) below the finished ground elevation. In passive pressure calculations, the upper one-foot of soil shall be subtracted from the depth, Z, unless confined by 						

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>pavement or slab. The resisting pressure provided is an ultimate value. An appropriate factor of safety shall be used for design calculations (minimum of 1.5 recommended).</p> <ul style="list-style-type: none"> The excavation for the mat foundation shall be cleaned of all loose or unsuitable soils and debris prior to placement of concrete. Soil generated from the foundation excavations shall not be placed below the mat slab unless properly moisture conditioned and compacted. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<p><u>Building Foundation Piles</u></p> <ul style="list-style-type: none"> Building foundation piles, if used, shall consist of precast, prestressed reinforced concrete driven piles. The piles may be round or square in cross-section. It is anticipated that piles would need to be at least 24-inches in diameter or square dimension. Building piles shall be embedded a minimum of 15-feet into dense sand (minimum tip depth of at least 60 ft below exist grade in the southerly part of the site). The actual total pile length and embedment may vary depending upon the requirements of the structural engineer and the results of the pile driving analysis (ie. evaluation of pile driving blow counts). In general, the pile driving criteria provided by the Engineering News Record (ENR) formula (Public Works, 2000) shall be satisfied for the last one foot of pile driving. If the required driving resistance is not achieved at the design depth, the pile may be allowed to "set" overnight and then driven an additional foot. If the required driving resistance is still not achieved, the pile may be lengthened or additional piles may be installed in accordance with the recommendations of the geotechnical and structural engineers. The axial load carrying capacities of the foundation piles will depend on the final pile size and embedment depth selected. Deeper exploration of the site and further analysis of pile capacities would be necessary 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>to provide allowable pile capacities. Preliminarily, skin friction for piles embedded below the lowest liquefying layer may be assumed to be approximately 0.9 tons per square foot (tsf). Down-drag forces of at least 0.5 tsf must be applied to all portions of the piles above the lowest liquefying soil layer.</p> <ul style="list-style-type: none"> The lateral load carrying capacity of foundation piles will be a function of the depth of liquefying soil at each pile location and the anticipated depth of lateral soil movement due to lateral spreading. Resistance to lateral movement can be provided by passive soil pressure below the lowest liquefying soil layer. Passive pressure may be taken as 500 pounds per square foot per foot of depth in firm soil below the liquefying layers. Driving lateral earth pressures must be applied to the portions of the piles within the depths where lateral spreading is anticipated. Specific lateral pile capacity calculations can be provided if pile foundations are selected for the project. The design mix for the concrete to be used in the pile construction shall be established and approved by the structural engineer prior to the time of construction. Concrete compression tests shall be performed during pile casting in accordance with applicable codes or requirements of the structural engineer. Inspection by qualified personnel shall be provided during the pile casing and/or reinforcement placing and tensioning. An indicator pile program shall be conducted for both proposed buildings prior to installation of the building foundation piles. The indicator pile program shall include a minimum of ten piles. The indicator piles shall have the same cross-section and consist of the same construction as the piles selected for the building foundation and may be used as final building foundation piles ("production piles"). The indicator piles shall be located at points distributed approximately uniformly across the two building 						

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>footprints. The indicator piles shall be a minimum of 60 feet in length (as delivered to the site) and shall be driven to a minimum embedment of 15 feet into the dense sand below the lowest liquefying soil layer.</p> <ul style="list-style-type: none"> At least the first indicator pile shall be driven with no pre-boring. Pre-boring up to 3/4 of pile cross sectional area will be permitted for subsequent piles if necessary to achieve minimum embedment depth. The axial pile capacity for the last two feet of driving must be calculated based on blow counts to at least the required axial design load for the pile. The geotechnical engineers, or their representatives, shall be present during the installation of all pile foundations. This is to observe pile driving conditions and help identify variations in soil conditions that may require additional evaluation of the foundation criteria in this report. Piles in groups or rows shall be driven alternately before driving an adjacent pile. Driven piles shall not be more than two percent from the plumb position. 						
<p><u>Retaining Walls</u> The following lateral earth pressures shall be used in the design of the proposed basement (partial subterranean parking level) retaining walls, or similar structures at the site (Refer to Section IV.A of this EIR for equivalent fluid earth pressures table).</p> <ul style="list-style-type: none"> The basement (partial subterranean parking level) retaining walls shall be supported by the structural mat foundation as recommended herein. The lateral earth pressure to be resisted by retaining shall be increased to allow for surcharge loads. The surcharge considered shall include the loads from any structures or vehicle traffic within a distance approximately equal to the height of the retaining wall. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> Backfill immediately behind any retaining structure shall be a free-draining granular material. Comments on the characteristics of import soils shall be given by the geotechnical consultant after the material is on the project, either in place, or stockpiled in adequate quantities to complete the project. Backfill behind retaining walls shall be with soils that have been properly moisture conditioned to approximately optimum moisture content and uniformly compacted to at least 90 percent of maximum dry density as determined by ASTM D 1557 test procedures using mechanical compaction equipment. To aid in the compaction operation, retaining wall backfill shall be placed in lifts not exceeding six inches compacted thickness. Compaction within the area of a 1H:1V slope from the bottom of wall excavations shall be performed by hand operated compaction equipment, intended to reduce potential "locked-in" lateral pressures caused by compaction with heavy grading equipment. Backdrains or an equivalent system of backfill drainage shall be incorporated into the retaining wall design unless the walls are designed to resist full hydrostatic pressure and properly waterproofed. Waterproofing of retaining walls shall be provided to help reduce the potential for efflorescent formation. The final grade shall be such that all water is diverted away from the retaining wall's foundation or backfill. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Backfill behind retaining walls shall be with soils that have been properly moisture conditioned to approximately optimum moisture content and uniformly compacted to at least 90 percent of maximum dry density as determined by ASTM D 1557 test procedures using mechanical compaction equipment. To aid in the compaction operation, retaining wall backfill shall be placed in lifts not exceeding six inches compacted thickness. Compaction within the area of a 1H:1V slope from the bottom of wall excavations shall be performed by hand operated compaction equipment, intended to reduce potential "locked-in" lateral pressures caused by compaction with heavy grading equipment. Backdrains or an equivalent system of backfill drainage shall be incorporated into the retaining wall design unless the walls are designed to resist full hydrostatic pressure and properly waterproofed. Waterproofing of retaining walls shall be provided to help reduce the potential for efflorescent formation. The final grade shall be such that all water is diverted away from the retaining wall's foundation or backfill. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Backdrains or an equivalent system of backfill drainage shall be incorporated into the retaining wall design unless the walls are designed to resist full hydrostatic pressure and properly waterproofed. Waterproofing of retaining walls shall be provided to help reduce the potential for efflorescent formation. The final grade shall be such that all water is diverted away from the retaining wall's foundation or backfill. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<p>Parcel 21 Foundation Piles</p> <ul style="list-style-type: none"> Building foundation piles shall consist of precast, prestressed reinforced concrete driven piles. The piles may be round or square in cross-section. Recommendations are provided herein primarily for 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> 24-inch square piles. Building piles shall be embedded a minimum of 13-ft. into dense sand (minimum tip depth of approximately 45 ft. below existing grade). The actual total pile length and embedment may vary depending upon the requirements of the structural engineer and the results of the pile driving analysis (i.e. evaluation of pile driving blow counts). 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> In general, the pile driving criteria provided by the Engineering News Record (ENR) formula (Public Works, 2006) shall be satisfied for the last one foot of pile driving. If the required driving resistance is not achieved at the design depth, the pile may be allowed to "set" overnight and then driven an additional foot. If the required driving resistance is still not achieved, additional piles shall be installed in accordance with the recommendations of the geotechnical and structural engineers. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> The axial load carrying capacities of the foundation piles shall be determined based on the final pile size and embedment depth selected. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> The lateral load carrying capacities of the foundation piles shall be determined based on the final pile size and embedment depth selected. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> The design mix for the concrete to be used in the pile construction shall be established and approved by the structural engineer prior to the time of construction. Concrete compression tests shall be performed during pile casting in accordance with applicable codes or requirements of the structural engineer. Inspection by qualified personnel shall be provided during the pile casing and/or reinforcement placing and tensioning. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> An indicator pile program shall be conducted for the proposed building prior to the remainder of the 	Grading/Construction	County	Grading Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Mitigation</p> <p>building foundation piles. The indicator pile program shall include a minimum of six piles within each of the two building footprints. The indicator piles shall have the same cross-section and consist of the same construction as the piles selected for the building foundation and may be used as final building foundation piles ("production piles"). The indicator piles shall be located at points distributed approximately uniformly across the building footprints, except that at least one set of indicator piles shall be driven as a group of three to evaluate pile group installation. The indicator piles shall be 45 to 50 feet in length (as delivered to the site) and shall be driven to a minimum embedment of 15 feet into the dense sand (at least 15 feet below the 32-foot depth from existing grade). The indicator piles shall be driven using the same hammer that will be used for production pile installation.</p> <ul style="list-style-type: none"> At least the first indicator pile shall be driven with no pre-boring. Pre-boring up to 3/4 of pile cross sectional area shall be permitted for subsequent piles if necessary to achieve minimum embedment depth. The axial pile capacity for the last foot of driving shall be calculated based on blow counts to at least the required axial design load for the pile. The geotechnical engineers, or their representatives, shall be present during the installation of all pile foundations. This is to observe pile driving conditions and help identify variations in soil conditions that may require additional evaluation of the foundation criteria in this report. Piles in groups or rows shall be driven alternately before driving an adjacent pile. Driven piles shall not be more than two percent from the plumb position. 		Structural Engineer	Building Permit			
	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/Construction	County	Grading Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Retaining Walls</p> <ul style="list-style-type: none"> The walls of the subterranean portion of the proposed building shall be supported by the structural deck and building piles. Any retaining walls proposed for the project that are not structurally supported by the piles shall be supported by existing uncertified fill soils at the site and thus may experience some degree of settlement and other distress. Lateral earth pressures for subterranean walls at the subject site include normal "static" pressures and earth pressures resulting from earthquakes and laterally spreading soils. The following "static" lateral earth pressures shall be used in the design of the proposed subterranean building walls and any other retaining walls that may be proposed at the site (Refer to Section IV.A of this EIR for equivalent fluid earth pressures with well drained backfill table). For walls founded in soil rather than supported by the pile foundation system, resistance to lateral loading shall be provided by passive pressure of soil in front of the wall and by friction acting along the foundation base. For retaining walls founded in soil, passive pressures of 270 psf per foot of soil in front of the wall shall be used for unsaturated soils. For saturated soils below the water table, passive pressure of 135 psf per foot of soil may be used. The upper one-foot of soil shall be neglected for passive pressure calculations unless confined by pavement or slab. A coefficient of friction of 0.3 shall be used in designing concrete retaining wall foundations in site soils recompacted to approximately 90 percent of maximum dry density as determined by ASTM D 1557 test procedures, and shall be used with dead loads. This value includes a safety factor of 1.5. This 	Grading/Construction	Structural Engineer County Structural Engineer	Building Permit Grading Permit Building Permit	County Public Works		
	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>value used for design may be increased by 1/3 when transient loads (such as wind and seismic forces) are considered.</p> <ul style="list-style-type: none"> The lateral earth pressure to be resisted by retaining shall be increased to allow for surcharge loads. The surcharge considered shall include the loads from any structures or vehicle traffic within a distance approximately equal to the height of the retaining wall. Backfill immediately behind any retaining structure shall be a free-draining granular material. Comments on the characteristics of import soils shall be given by the geotechnical consultant after the material is on the project, either in place, or stockpiled in adequate quantities to complete the project. Backfill behind retaining walls shall be with soils that have been properly moisture conditioned to approximately optimum moisture content and uniformly compacted to at least 90 percent of maximum dry density as determined by ASTM D 1557 test procedures using mechanical compaction equipment. To aid in the compaction operation, retaining wall backfill shall be placed in lifts not exceeding six inches compacted thickness. Compaction within the area of a 1H:1V slope from the bottom of wall excavations shall be performed by hand operated compaction equipment. This is intended to reduce potential "locked-in" lateral pressures caused by compaction with heavy grading equipment. Back-drains, or an equivalent system of backfill drainage shall be incorporated into the retaining wall design. Proper back-drainage will minimize the potential for hydrostatic pressures behind retaining walls. In addition to back-drains, waterproofing of retaining walls is recommended to minimize moisture migration through the walls and to help reduce the 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>potential for efflorescent formation.</p> <ul style="list-style-type: none"> The final grade shall be such that all water is diverted away from the retaining wall's foundation or backfill. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<p>Seiches and Tsunamis Parcels OT and 21 GEO-4 The applicant shall prepare emergency evacuation plans for both Parcel OT and Parcel 21, subject to the review and approval of the Fire Department.</p>						
Noise						
<p>N-1 Noise monitoring shall be performed by a qualified acoustician, who shall be responsible for posting notices at the construction sites describing the nature of the project and the duration and hours of construction, providing a phone number at which noise complaints may be registered, and responding to such complaints. If any violations occur, the equipment in question or barriers/shields shall be modified before pile driving or construction activities continue.</p>	Grading/Construction	County	Prior to Grading	County Public Works Regional Planning		
<p>N-2 The pile driver shall be shielded through noise blankets or a temporary barrier sufficiently to meet the Los Angeles County noise ordinance levels.</p>	Construction	County	Construction	County Public Works		
<p>N-3 Because the repetitive noise of pile driving may be intrusive even if ordinance standards are not exceeded, the allowable hours of pile driving shall be restricted from 8 a.m. to 4:30 p.m. from Monday through Friday.</p>	Construction	County	Construction	County Public Works		
<p>The County of Los Angeles Ordinances requires that construction noise measured at nearby single-family residential property lines not exceed 75 dB from mobile noise sources. The construction noise standard for multi-family uses is 80 dB, and 85 dB for the adjacent hotel. This standard would be met if the following measures are implemented:</p>						

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
N-4 All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 8 a.m. to 5 p.m. Monday through Saturday and shall utilize the quietest equipment available.	Grading/ Construction	County	Construction	County Public Works		
N-5 All on-site construction equipment shall have properly operating mufflers. Other measures shall be implemented wherever necessary to further reduce construction equipment noise. These may include, but are not limited to, utilizing 3/4-inch plywood screening on semi-stationary equipment operating under full power for more than 60 minutes within a direct line of sight to any residential bedroom window.	Operation		Ongoing	Regional Planning		
N-6 All construction staging and delivery areas shall be located as far away as possible from the nearest homes (for development on Parcel OT, staging shall occur away from the northwestern portions of the site; and for development on Parcel 21, staging shall occur away from the easternmost and southernmost portions of the site), and shall be scheduled to occur from the mid-morning to mid-afternoon hours.	Grading/ Construction	County	Construction	County Public Works		
N-7 In order for the County interior standard of 45 dB CNEL to be met with a reasonable margin of safety, the applicant shall incorporate the use of dual-paned windows (STC=30 rated windows and/or sliding glass doors) and supplemental ventilation that includes a fresh air supply of 30 cubic feet per minute in the active seniors accommodations on Parcel OT.	Plan Check	County	Prior to Grading Permit	County Public Works		
Construction of multiple family dwelling units requires compliance with all noise insulation requirements of the California Building Code, as applied to the project by the County Department of Building and Safety.	Operation	County	Ongoing	Regional Planning		
	Plan Check	County	Prior to Building Permit	County Public Works		
	Construction On-going	County	Prior to Building Permit	Regional Planning		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>N-8 The applicant shall implement structural noise attenuation measures as required by the California Building Code. The Code requires the following noise insulation features for such units, as stated in CBC Appendix 1208A:</p> <ul style="list-style-type: none"> • Wall and floor-ceiling assemblies separating dwelling units from each other and from public spaces such as interior corridors and service areas shall provide airborne sound insulation for walls, and both airborne and impact sound insulation for floor-ceiling assemblies. Wall assemblies shall have a minimum STC rating of 50. Floor-ceiling assemblies shall have a minimum STC and IIC ratings of 50. • Construction details for all sound- and impact-rated assemblies shall be provided on architectural plans. Laboratory test reports governing the STC and IIC ratings of these assemblies shall be specified. • Entrance doors from interior corridors to dwelling units together with their perimeter seals shall have a minimum STC rating of 26. The 1-3/8-inch (35mm) solid core wood or 18-gauge insulated steel slab doors with resilient stop and compression seals all around, including threshold, are acceptable without other substantiating data. • All penetrations or openings in construction assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits, or heating, ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings. • All rigid conduit, ducts, plumbing pipes, and appliance vents located in sound assemblies shall be sealed, lined, insulated or otherwise treated to maintain the required ratings. • Mineral fiber insulation shall be installed in joint spaces whenever a plumbing pipe or duct penetrates a floor-ceiling assembly or where such pipe or duct passes through the plane of the floor-ceiling assembly 	Construction On-going	County		County Public Works		
	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy	County Public Works		
	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy	County Public Works		
	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy	County Public Works		
	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy	County Public Works		
	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy	County Public Works		
	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy	County Public Works		
	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>from within a wall. The insulation shall be installed to a point 12 inches (305mm) beyond the pipe or duct.</p> <ul style="list-style-type: none"> Combustion air and kitchen and bathroom exhaust ducts within sound separation assemblies shall be wrapped with Type "C" insulation as shown in Table No. 6-D, Uniform Mechanical Code. Electrical penetrations in sound-rated wall and floor-ceiling assemblies shall conform to the following (outlet box used herein is defined as a box used for receptacles, switches, surface-mounted lighting fixtures, junction points, telephones, thermostats, television uses, etc.): <ul style="list-style-type: none"> Outlet box dimensions shall not exceed 6 inches (152mm) in length or width. Only outlet boxes and ceiling exhaust fans in the bathrooms shall be permitted in walls and ceilings. All other equipment and devices including recessed fixtures, panel boards, heaters, kitchen exhaust fans, sound-producing equipment (bells, intercoms, etc.) shall not be installed in these sound-rated assemblies. Light switches, outlet boxes and surface-mounted fixtures shall not be installed back-to-back. Plugs and switches shall be separated by 36 inches (914mm) minimum. Surface-mounted fixtures shall be separated by 24 inches (610mm) minimum. All openings shall be caulked to ensure integrity. Outlet boxes shall not exceed 1-1/2" (38mm) in depth so as to allow the required 2-inch (51mm) uncompressed insulation to be installed in a standard 2-inch X 4-inch (51mm by 104mm) wall. On walls of deeper dimensions, boxes of greater depths may be permitted. Conduits or raceways (stubouts) may 	<p>Construction</p>	<p>County</p>	<p>Plan Check Prior to Building Permit</p> <p>Prior to Occupancy</p> <p>Plan Check Prior to Building Permit</p> <p>Prior to Occupancy</p>	<p>County Public Works</p>		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>penetrate the sound-rated assemblies provided the conduit is covered at the penetration point with permanently resilient sealant.</p> <ul style="list-style-type: none"> Floor-ceiling assemblies between residential areas and equipment penthouses (a/c units, etc.) shall be installed in accordance with the sound separation requirements. Floor coverings such as carpet and pad which are required as part of a sound- and impact-rated assembly shall be installed prior to final inspection and that such coverings must be retained as a permanent part of the assembly and may be replaced only by other floor coverings which provide the required ratings. Wall-mounted lavatories and toilets are not permitted on sound-rated walls. 	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy On-going	County Public Works		
<p>N-9 Heating, ventilation, or air conditioning (HVAC) equipment on Parcel 21 shall not operate between the hours of 10 p.m. and 7 a.m., unless it is demonstrated by noise measurement that the noise level from such operation does not exceed a Leq₅₀ of 45 dB at the closest residential property line.</p>	Operation	County	Ongoing	County Public Works Regional Planning		
<p>N-10 Although noise from the Parcel 21 parking structure is not expected to be any greater than what sensitive receivers currently experience in the project area, the applicant shall incorporate into the parking structure a design that coats the floor with a treatment or provides a swirled concrete texture that reduces tire squeal.</p>	Construction Operation	County	Plan Check Prior to Building Permit Field Verified Prior to Occupancy	County Public Works Regional Planning		
<p>N-11 Signage shall be posted that notifies parking structure users on Parcel 21 of possible penalties (such as reporting to the Sheriff's Department that may result in towing) for false alarms if their alarm does not comply with limits on frequency or duration of triggering an alarm.</p>	Construction Operation	County	Plan Check Prior to Building Permit Field Verified Prior to Occupancy	County Public Works Regional Planning		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
Water Quality						
Surface Water Quality						
WQ-1 Grading activities shall be planned during the Southern California dry season (April through October) to the extent feasible and practicable.	Grading	County	Grading Permit On-going	County Public Works Regional Planning		
WQ-2 The applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and submit it with the grading plan to the County of Los Angeles Department of Public Works' Land Development Division for review and approval and apply the appropriate BMPs identified. These may contain at a minimum the following items: <ul style="list-style-type: none"> • During construction, contractors shall be required to utilize sandbags and berms to control runoff during on-site watering and periods of rain in order to minimize erosion, sedimentation, and surface water contamination. • In order to intercept sediment-laden runoff generated during construction activities and trap and retain sediment, sediment basins shall be employed within the project site. • Filter fences designed to intercept and detain sediment and trash while decreasing the velocity of runoff shall be employed within project sites. 	Grading/ Construction	County	Prior to Grading Permit Ongoing	County Public Works		
WQ-3 The applicant shall prepare a Drainage Concept and Standard Urban Stormwater Mitigation Plan (SUSMP) for both Parcels OT and 21, subject to review and approval by the County of Los Angeles Department of Public Works' Land Development Division. The SUSMP shall include best management practices for controlling and treating polluted runoff and removing floating solids from runoff. Any such best management practices or devices shall be incorporated as shown on the Drainage Concept as approved by the County of Los	Grading/ Construction On-going	County	Prior to Grading Permit On-going	County Public Works Regional Water Quality Control Board		

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Angeles Department of Public Works, if necessary, for compliance with applicable Total Maximum Daily Loads under the Los Angeles Regional Water Quality Control Board.</p>						
<p>Air Quality</p> <p>Construction Period Impacts</p> <p>AQ-1 The applicant shall prepare a Construction Management Plan to control fugitive dust. At a minimum, the Plan shall include the following dust control measures:</p> <ul style="list-style-type: none"> • The simultaneous disturbance site should be minimized as much as possible. • The proposed project shall comply with SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM-10 emissions. A plan to control fugitive dust through the implementation of best available control measures shall be prepared and submitted to the County for approval prior to the issuance of grading permits. The plan shall specify the dust control measures to be implemented. Such measures may include but are not limited to: <ol style="list-style-type: none"> a) Application of soil stabilizers to inactive areas; b) Preparation of a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph; c) Stabilization of previously disturbed areas if subsequent construction is delayed; and d) Covering all stock piles with tarps. • The project proponent shall comply with all applicable SCAQMD Rules and Regulations including Rule 403 insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of 	Grading/Construction	County	Plan Check Prior to Grading Permit. On-going	County Public Works SCAQMD		
	Grading/Construction	County	On-going	County Public Works SCAQMD		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>fugitive dust emissions from any active operation, open storage pile or disturbed surface area visible beyond the property line of the emission source. Particulate matter on public roadways is also prohibited.</p> <ul style="list-style-type: none"> Adequate watering techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations shall be watered such that a crust will be formed on the ground surface, and then watered again at the end of each day. Watering of exposed surfaces and haul roads three times/day is recommended. Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil. Any construction access roads (other than temporary access roads) shall be paved as soon as possible and cleaned after each work day. The maximum vehicle speed on unpaved roads shall be 15 mph. Grading operations shall be suspended during any first stage ozone episodes. <p>AQ-2 The applicant shall prepare a Construction Management Plan to control vehicle and equipment emissions during construction. At a minimum, the Plan shall incorporate the following mitigation measures: Construction parking shall be configured to minimize the potential for traffic interference and vehicle idling.</p> <ul style="list-style-type: none"> Any construction equipment using direct internal combustion engines shall use a diesel fuel with a 	Grading/Construction	County	Prior to Grading Permit On-going	County Public Works SCAQMD		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>maximum of 0.05 percent sulfur and a four-degree retard.</p> <ul style="list-style-type: none"> Equipment and vehicle engines shall be maintained in good condition and in proper tune, according to manufacturer's specifications and per SCAQMD rules, to minimize exhaust emissions. 90 day Low NOx tune-ups shall be required for off-road equipment. Tier 3 rated engines shall be used for all equipment during site grading, if available. Equipment whose engines are equipped with diesel oxidation catalysts shall be utilized, if available. Construction operations affecting off-site roadways shall be scheduled by implementing traffic hours and shall minimize obstruction of through-traffic lanes. Construction operations that may affect traffic flow on the arterial system shall be limited to off-peak hours, as permitted. Truck deliveries occurring during construction shall be consolidated to the extent feasible. Idling trucks or heavy equipment shall turn off their engines if the expected duration of idling exceeds five (5) minutes as required by law. On-site heavy equipment used during grading and construction shall be equipped with diesel particulate filters unless it is demonstrated that such equipment is not available or its use is not cost-competitive. All building construction shall comply with energy use guidelines in Title 24 of the California Code of Regulations. To the extent that such measures are economically feasible/cost competitive, the applicant shall incorporate the following practices: <ul style="list-style-type: none"> - Utilizing electricity from power poles in place of temporary diesel or gasoline-powered generators; 						

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> - Utilizing methanol or natural gas-powered mobile equipment and pile drivers in place of diesel; and - Utilizing propane or butane-powered on-site mobile equipment in place of gasoline. • Construction equipment operations shall be suspended during any second stage smog alert. 						
Biota						
BIO-1	Tree removal shall be performed between the dates of August 1 through January 31 to avoid the nesting bird season. Should this not be feasible, a qualified biologist shall conduct a thorough examination of the tree to determine whether nesting birds are present, and if found, the status of the nest shall be noted. The nest survey shall take place not more than three days (72 hours) prior to the planned removal. If nesting birds are present, the biologist shall prepare a recommendation, which may include a delay of the removal until such time that nesting has been completed. The recommendation of the biologist shall be communicated to the local CDFG Agent for approval and consent prior to removal of the tree(s).	Grading/ Construction	County Monitoring Biologist	Prior to Grading On-going	County Public Works County Regional Planning	
Cultural Resources						
CUL-1	Prehistoric and Historic Archaeological Resources During the removal of asphalt paving and subsequent grading of the sites, the sites shall be monitored by a qualified archaeological monitor. The archaeological monitor shall also be accompanied by a Native American Monitor to be selected from the Native American Heritage Commission approved list for this area. Should evidence of any prehistoric or historic resources be uncovered, including Native American resources, the archaeologist must be notified and work in the find area shall cease until the monitor arrives. The State Historic Preservation Office and Los Angeles	Demolition/ Grading/ Construction	County Archaeological Monitor	On-going	County Regional Planning	

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
County Department of Regional Planning shall also be notified if such resources are uncovered. The archeological monitor shall have the authority to halt any activities adversely impacting potentially significant archeological resources, while the find is evaluated in accordance with CEQA criteria for significance.						
CUL-2 Should evidence of any prehistoric or historic archeological resources be uncovered, a Phase II evaluation must be conducted in accordance with Section 15064.5(f) of the CEQA Guidelines.	Grading/Construction	County Archaeological Monitor	On-going	County Regional Planning		
CUL-3 Following §30116(d) of the Coastal Act, any cultural resource found in the portion of the LCP study area planned for development shall be collected and maintained at the Los Angeles County Museum of Natural History or other appropriate location as otherwise provided by State law.	Grading/Construction	County	On-going	County Regional Planning		
CUL-4 Should human remains be discovered during the removal of asphalt paving and subsequent grading of the sites, the County Coroner shall be contacted and permitted access to the site for preliminary identification of the remains. Preservation and disposition of the remains shall be conducted in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the remains are found to be of Native American origin, the Native American Heritage Commission must be notified and permitted to identify the Most Likely Descendant (MLD), and, in consultation with the proponent and archeological monitor, determine the appropriate disposition of the remains, as stated in Section 15064.5(d) of the CEQA Guidelines.	Grading/Construction	County Archaeological Monitor	On-going	County Regional Planning County Coroner Native American Heritage Commission		
CUL-5 As part of the Coastal Development Permit application involving disturbance of native soils or vegetation, including but not limited to excavation, pile driving or grading, the applicant shall provide	Grading/Construction	County Archaeological Monitor		County Regional Planning Office of State Historic		

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
evidence that they have notified the Office of State Historic Preservation and the Native American Heritage Commission of the location of the proposed grading, the proposed extent of the grading, and the dates on which the work is expected to occur.				Preservation Native American Heritage Commission		
CUL-6 Should an Archaeological Recovery Program be warranted, it shall require a Coastal Development Permit consistent with the provisions of the certified Marina del Rey LCP.	Grading/Construction	County Archaeological Monitor	Completion of the Recovery Program	County Public Works Regional Planning		
Visual Resources						
Light and Glare						
VIS-1 The applicant shall develop and submit a Lighting Plan for the proposed project for County of Los Angeles review and approval. The Lighting Plan shall include the following features, at a minimum: <ul style="list-style-type: none"> Exterior lighting shall consist of low intensity, shielded, hooded fixtures and shall be directed downward or toward the area to be illuminated, so that backscatter to the nighttime sky is minimized and light trespass outside the project boundary is prevented. Outdoor flood lamps shall not be used to provide architectural highlight or accent lighting. Lighting used to provide for public safety along exterior pedestrian walkways shall consist of low level positioned lights that are specifically aimed at key walkway points and screened by lens-covering light grills to eliminate potential glare effects. 	Plan Check Operations	County	Prior to Building Permit	County Public Works Regional Planning		
Traffic/Access						
Construction Period Impacts						
TA-1 Traffic Control Plans for both Parcel OT and Parcel 21 shall be submitted to the County of Los Angeles Department of Beaches and Harbors and the County of Los Angeles Department of Public Works Traffic	Grading/Construction	County	Prior to Grading Permit	County Department of Beaches and Harbors County Public Works - Traffic and Lighting Division		

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>and Lighting Division for review and approval. The Traffic Control Plans shall designate haul routes for construction-related vehicles, the location of access to the construction site, and staging and parking areas for workers and equipment. The Plans shall also specify the permitted hours of construction, methods of safeguarding traffic flow, methods of re-routing or detouring traffic if necessary, and the placement/utilization of traffic control devices (including signs, flashing arrows, traffic cones and delineators, barricades, flaggers, temporary modifications to existing signals and signal timing, etc.), as necessary. Further, the Plans shall address the provision of signage for alternative pedestrian and bicycle access routes where affected, coordination with emergency service providers, and coordination with public transit providers (such as the MTA, LADOT Commuter Express, and Culver City Bus). The Plans shall include the MTA telephone number (213-922-4632) of the Metro Bus Operations Control Special Events Coordinator that the contractor shall contact for construction coordination outreach efforts</p> <p><u>Cumulative Traffic/Access Impacts</u> For the intersections of Admiralty Way at Via Marina, Admiralty Way at Palawan Way, and Admiralty Way at Bali Way:</p> <p>TA-2 Pursuant to the Marina del Rey Specific Plan Transportation Improvement Program (TIP), the applicant shall provide a "fair share" contribution toward the funding of Category 1 (local Marina) and Category 3 (regional) roadway improvements, based on the amount of project PM peak hour trips. [As the County's traffic mitigation fee structure is currently \$5,690 per PM peak hour trip, the proposed project shall be required to pay \$170,700 in trip mitigation fees, based on the expected project</p>	Plan Check	County	Prior to Building Permit	County Public Works Regional Planning		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>trip generation of 30 net new PM peak hour trips, with a portion of these fees being designated toward the Category 3 (regional) transportation improvements].</p> <p>For the intersections of Washington Boulevard at Palawan Way, Washington Boulevard at Ocean Avenue/Via Marina, and Admiralty Way at Mindanao Way:</p> <p>TA-3 The applicant shall contribute "fair share" funding to provide 1) a new traffic signal at the intersection of Washington Boulevard and Palawan Way, 2) realignment at the south leg of the intersection to reduce the angle of the northbound right-turn only lane for a more perpendicular approach in addition to northbound dual left-turn lanes, and 3) two northbound left-turn lanes onto westbound Washington Boulevard and an exclusive right-turn lane (add a second left-turn). The proposed project shall contribute 3.8 percent of the impact at this location. While cost estimates for this improvement are currently being finalized, they are estimated to be \$332,500, with a project responsibility of \$12,635.</p>	Plan Check	County	Prior to Building Permit	County Public Works Regional Planning		
<p>TA-4 The proposed project shall contribute "fair share" funding to either 1) a second southbound left-turn lane at the Admiralty Way at Mindanao Way intersection or 2) the conversion of the shared left-turn/through lane to a shared through/left-/right-turn lane on the westbound approach to the Admiralty Way at Mindanao Way intersection with optimization of signal operation at adjacent intersections at this intersection when plans are finalized by the applicable discretionary agencies.</p>	Plan Check and/or Construction	County	Prior to Building Permit	County Public Works Regional Planning		
<p>TA-5 The proposed project shall dedicate the necessary right of way for the future widening of Admiralty Way as well as an eight-foot sidewalk along the project frontage on Admiralty Way.</p>	Plan Check	County	Prior to Grading Permit	County Public Works Regional Planning		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
Utilities (Water Supply)						
Water Demand						
<p>WS-1 The applicant shall prepare a landscape plan that meets all provisions of Title 26 of the Los Angeles County Code, Chapter 71, Water Efficient Landscaping.</p> <p>WS-2 The applicant shall incorporate into the building plans water conservation measures as outlined in the following:</p> <ul style="list-style-type: none"> • State of California Health and Safety Code Section 17921.3, requiring low-flow toilets and urinals; • Title 24, California Administrative Code, which establishes efficiency standards for shower heads, lavatory faucets, and sink faucets, as well as requirements for pipe insulation that can reduce water used before hot water reaches equipment or fixtures; and • Government Code Section 7800, which requires that lavatories in public facilities be equipped with self-closing faucets that limit the flow of hot water. <p>WS-3 The applicant shall adhere to the conditions of the Los Angeles County Waterworks District "will serve" letters issued for Parcel OT and Parcel 21, including, but not limited to, the payment of connection fees and implementation of water system improvements, if necessary.</p> <p>WS-4 The construction of on-site facilities shall meet all health and safety codes, and all domestic water service meter and fire protection connections shall have a backflow device to prevent contamination of the public water system.</p> <p>WS-5 The District has prepared a water main relocation and expansion plan for the 14-inch water main that currently traverses Parcel OT. Prior to issuance of the grading permit for the proposed project, the upsized water main shall be installed and operational on Parcel OT, unless the water main upsizing is to</p>	<p>Plan check and construction</p> <p>Building Plan check, Construction and Operation</p> <p>Plan approval and Construction</p> <p>Plan approval and Construction</p> <p>Prior to Grading Permit</p>	<p>County</p> <p>County</p> <p>County</p> <p>County</p> <p>County</p>	<p>Prior to Grading Permit</p> <p>Prior to Building Permit</p> <p>Prior to Utility Plan approval</p> <p>Prior to Building Permit</p> <p>Prior to Utility Plan approval</p> <p>Prior to Building Permit</p> <p>Prior to Grading Permit</p>	<p>County Public Works</p>		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>be constructed and made operational as a part of the proposed project. The applicant shall be responsible for costs associated with relocating the water main on Parcel OT or compensating the District for such incurred costs.</p> <p>WS-6 The applicant shall complete the following tasks, for review and approval by the County of Los Angeles Fire Department: <i>Parcel OT</i> Prepare a Fire Safety Plan; Verify and perform Fire Flow Availability tests on 1) the nearest existing public fire hydrant on Admiralty Way (Los Angeles County Waterworks), and 2) the nearest existing public fire hydrant on Washington Boulevard (District); Submit architectural plans to the Fire Prevention Engineering Division in Hawthorne; and Submit an original Fire Flow Availability Form (196).</p> <p><i>Parcel 21</i> Prepare a Fire Safety Plan; Verify the nearest existing public fire hydrant to the property; Submit architectural plans to the Fire Prevention Engineering Division in Hawthorne; and Submit an original Fire Flow Availability Form (196).</p> <p>W-7 Prior to issuance of the grading permit for the proposed project, the water main infrastructure in Panay Way shall be replaced with a water main that is up to 18 inches in diameter and operational in order to meet the fire flow demand of the project on Parcel 21.</p>	<p>Water /Utility Plan Approval Building Permit</p> <p>approval for architectural plans.</p> <p>On-going</p> <p>Grading/ Construction</p>	<p>County</p> <p>County</p> <p>County</p>	<p>Water/Utility Plan Check</p> <p>Prior to Building Permit</p> <p>Prior to Grading Permit</p>	<p>County Public Works</p> <p>County Fire Department</p> <p>County Public Works</p>		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Environmental Safety</p> <p>ES-1 The applicant shall adhere to all applicable County, State, and Federal guidelines regarding the handling, excavation, disposal, and/or remediation of soils classified as hazardous waste, which may include, but not be limited to, the development and implementation of a Soil Management Work Plan (SMWP) for the project, as well as correspondence with the Regional Water Quality Control Board (RWQCB) and Department of Toxic Substances Control (DTSC) to determine the level of any necessary remediation efforts.</p>	Grading / Construction	County	Prior to Grading Permit On-going	County Public Works		
<p>ES-2 In the event that previously unidentified waste or debris is discovered during construction/grading activities, and the waste or debris is believed to involve hazardous waste or materials, the contractor shall: immediately stop work in the vicinity of the suspected contaminant; remove workers and the public from the area; notify the resident inspector; secure the area as directed by the resident inspector; and notify the County of Los Angeles Hazardous Waste/Materials Coordinator and the Fire Department. Work in the affected area shall cease until the proper approval is granted by the appropriate governmental oversight agency and a work plan is implemented, if necessary.</p>	Grading / Construction	County	During Grading	County Public Works		
<p>Parcel OT Methane Concentrations</p> <p>ES-3 The applicant shall install a passive ventilation system beneath the building foundation system on Parcel OT. The sub-slab vent system typically consists of four-inch diameter perforated polyethylene piping installed within 12-inch deep gravel-filled trenches beneath the building. These vent lines are normally spaced no more than 20 to 30 feet apart in order to effectively ventilate the subgrade beneath the building. The sub-slab vent lines are connected to vent risers installed within the</p>	Construction	County	Prior to Building Permit Prior to Occupancy	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>building walls. As with typical sanitary sewer vent lines, the methane vent risers terminate above the roofline of the building. A dewatering system shall be required if the methane vent lines are less than one foot above the historic high groundwater level at the site.</p> <p>ES-4 The applicant shall install a gas membrane beneath the building foundation system of Parcel OT. The sub-slab gas barrier typically consists of a continuous Liquid Boot™ membrane installed beneath the floor slab of the building. This membrane has a minimum required thickness of 100-mills (0.10 inch). Gas tight seals are required at all locations where utilities or conduits penetrate the membrane. At the completion of the installation, the membrane is smoke tested using a procedure developed by GeoKinetics in order to confirm its integrity.</p>	Construction	County	Prior to Building Permit	County Public Works		
<p>ES-5 The applicant shall install conduit seals on dry utilities servicing the building the Parcel OT. Conduit seals shall be installed on dry utility conduits (e.g. electrical, telephone, cable T.V.) that terminate on the interior of the building. These seals are intended to prevent the migration of methane through the conduits to interior areas. Also, in order to reduce the potential for methane to migrate through the sand backfill of any utility trenches, which extend up to and/or beneath the building, "dams" consisting of a lean sand/ cement/ bentonite slurry shall be installed within the trench lines at the perimeter of the building.</p>	Construction	County	Prior to Building Permit	County Public Works		
<p>ES-6 Upon finalization of the foundation and/or architectural plans for the structure on Parcel OT, and prior to issuance of the Grading Permit, the project subsurface methane gas consultant shall review such plans and provide further recommendations for methane gas mitigation</p>	Construction Operation	County Methane Gas Consultant	Grading Permit Building Permit	County Public Works		

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>measures, if necessary. Any additional recommendations by the subsurface methane gas consultant shall be adhered to by the applicant.</p> <p>Global Climate Change</p> <p>It should be noted that the project, in mitigating for traffic and air quality impacts, has been designed to incorporate many of the mitigation measures to reduce greenhouse gas emissions recommended by the scientific community. Additionally, the applicant has incorporated several measures into the project design that exceed minimum Title 24 energy conservation requirements. Among these measures are:</p> <ul style="list-style-type: none"> • Installation of low NOx (nitrogen oxide) residential water heaters and space heaters; • Installation of Energy Star labeled furnaces, equipment, and appliances; • Use of water-based paint on exterior surfaces; • Use solar-assisted water heating and/or tankless hot water on demand systems if their energy efficiency is demonstrated to exceed that of a central storage tank water heating system; • Use of improved insulation and ducting; • Use of natural lighting; • Installation of energy efficient lighting and/or maximize use of low pressure sodium and/or fluorescent lighting; • Use of drought-tolerant landscaping subject to County review; • Encouragement of the use of transit, bicycling and walking by providing infrastructure to promote their use (bike paths and sidewalks); • Prohibition against the installation and use of wood burning fireplaces; and • Use of low volatile organic compound (VOC) coatings for painted surfaces. 	<p>Construction Operation</p>	<p>County</p>	<p>Building Permit Plan Check Prior to Occupancy Ongoing</p>	<p>County Public Works Regional Planning</p>		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Geotechnical Hazards</p> <p>GEO-1 The applicant shall implement the geotechnical engineering recommendations related to groundwater of the geotechnical engineer and/or others, as well as conform to all subsequent conditions that are imposed on the project and are deemed appropriate and necessary during grading, construction, and/or operation of the proposed developments at Parcel OT and Parcel 21. A summary of these recommendations follows:</p> <p>Parcel OT and Parcel 21 <u>Excavation and Dewatering</u> <i>Construction</i></p> <ul style="list-style-type: none"> Open, unshored, excavations above the groundwater table may be cut vertically to a maximum depth of no more than four feet. Excavations extending between four and 15 feet deep (Parcel OT) or between four and ten feet (Parcel 21) shall be shored or sloped back from the base of the excavation to at least a one and one-half horizontal to 1 vertical (1.5H:1V) slope or flatter. If excavations dry out, sloughing will occur. No excavation shall be made within a 1:1 line projected outward from the toe of any existing footing or structure. During the time open (unshored) excavations are open, no heavy grading equipment or other surcharge loads (i.e. excavation spoils) shall be allowed within a horizontal distance from the top of any slope equal to the depth of the excavation (both distances measured from the top of the excavation slope). Adequate measures shall be taken to protect any structural foundations, pavements, or utilities adjacent to any excavations. 	Grading/ Construction Operation	County Geotechnical Engineer	Grading Permit Prior to Building Permit Prior to Occupancy	County Public Works		
	Grading/ Construction	County Geotechnical Engineer	Grading Permit Prior to Building Permit	County Public Works		
	Grading/ Construction	County Geotechnical Engineer	Grading Permit Prior to Building Permit	County Public Works		
	Grading/ Construction	County Geotechnical Engineer	Grading Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> Design and operation of any dewatering system shall be the responsibility of the contractor. However, Earth Systems Southern California Inc. suggests that a sheet-pile cutoff wall shall be used as a cutoff wall to minimize entry of groundwater into the temporary basement excavation. Alternatively, a soil-cement cutoff wall shall be used as the cutoff wall if it is also proposed as a mitigation measure for lateral spreading. Sumps, pumps, and or well points may also be necessary to remove groundwater from the basement excavation during construction. Sizing and operation of sumps and pumps or well points shall be the responsibility of the contractor. 	Grading/ Construction	County Geotechnical Engineer	Grading Permit On-going	County Public Works		
<p><i>Operation</i></p> <p>To minimize entry of moisture into the completed subterranean portions of the structures, a subdrain and backdrain system with sumps and sump pumps shall be utilized below the bottom floor slab and behind the retaining walls for the subterranean portions of the structure.</p> <p>GEO-2 The applicant shall implement the geotechnical engineering recommendations related to soil condition improvement of the geotechnical engineer and/or others, as well as conform to all subsequent conditions that are imposed on the project and are deemed appropriate and necessary during grading, construction, and/or operation of the proposed developments at Parcel OT and Parcel 21. A summary of these recommendations follows:</p>	Construction Operation	County Geotechnical Engineer	Prior to Building Permit	County Public Works		
	Grading/ Construction Operation	County Geotechnical Engineer Contractor	Grading Permit Field Verification On-going	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Parcel OT General Site Preparation</p> <ul style="list-style-type: none"> As the existing fill material is not suitable for use in engineered fill at the site, all strippings and debris shall be removed from the site in order to preclude their incorporation in site fill or remedial excavation backfill. Depressions resulting from such removals shall have debris and loose soils removed and filled with suitable soils placed as recommended below. Soils beneath any proposed traffic-bearing pavement and any exterior non-traffic bearing concrete flatwork (sidewalks, patios, walkways etc.), shall be excavated a minimum of 24 inches below the existing grade or finished subgrade, whichever is lower. The remedial excavation shall extend a minimum lateral distance of at least two feet beyond pavement edges. The bottom of the remedial excavation shall then be scarified (ripped) six inches. Suitable imported soils shall be used to replace the excavated fill, if necessary. The imported material shall be moisture conditioned to near optimum moisture content and be uniformly compacted to at least 90 percent of maximum dry density using mechanical compaction equipment. Compaction shall be verified by testing. <i>It shall be understood that the new fill beneath such pavements and slabs will still be supported on at least 10 feet of non-engineered old debris fill, and as such may be subject to distress and shorter service life.</i> If necessary, import soils shall be equal to, or better than, the on-site soils in strength, expansion, compressibility, and soil chemistry characteristics. In general, import material shall be free of organic matter and harmful substances, have 100 percent passing a two inch sieve, 60 percent to 100 percent passing a #4 sieve, no more than 20 percent passing a #200 sieve, an Expansion Index less than 20, a 	Grading/ Construction	County Geotechnical Engineer Contractor	Grading Permit Field Verification	County Public Works		
	Grading/ Construction	County Geotechnical Engineer Contractor	Grading Permit Field Verification	County Public Works		
	Grading/ Construction	County Geotechnical Engineer Contractor	Grading Plan Check Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Liquid Limit less than 35, and a Plasticity Index less than 12. If they are to be utilized, import soils shall be evaluated prior to their use. Approval of import soils shall be given only after the material is on the project, either in-place, or stockpiled in adequate quantity to complete the project.</p> <ul style="list-style-type: none"> Backfill around or adjacent to confined areas (i.e. interior utility trench excavations, etc.) shall be performed either with a lean sand/cement slurry (minimum two sacks of cement per cubic yard) or "flowable fill" material (a mixture of sand/cement/fly ash). The fluidity and lift placement thickness of any such material shall be controlled in order to prevent "floating" of any "submerged" structure. Roof drainage systems for the proposed structure shall be designed so that runoff water is diverted away from any structure. Final site grades shall be designed and constructed so that all water is diverted away from all structures and not allowed to pond on or near pavement. Drainage devices shall be constructed to divert drainage from the project site. 	<p>Construction Operation</p>	<p>County Geotechnical Engineer Contractor</p>	<p>Prior to Building Permit</p>	<p>County Public Works</p>		
<p><u>Slab-on-Grade Construction</u></p> <ul style="list-style-type: none"> Any exterior building concrete slab-on-grade construction shall be supported by compacted soils. A minimum of four inches of compacted sand or gravel shall be placed over the finished compacted subgrade prior to placing concrete. This granular material shall be moisture conditioned to near optimum moisture content and uniformly compacted using mechanical compaction equipment. Reinforcement of slab-on-grade construction is contingent upon the structural engineer's recommendations and the Expansion Index of the 	<p>Grading/ Construction Operation</p>	<p>County Geotechnical Engineer Contractor</p>	<p>Grading Plan Check Prior to Building Permit On-going Grading Plan Check Prior to Building Permit</p>	<p>County Public Works</p>		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Mitigation</p> <p>supporting soils. Since the mixing of fill soils with native soils could change the Expansion Index, additional tests shall be conducted during rough grading to determine the expansion characteristics of the new subgrade soils. Structural mat and post-tensioned slabs shall be designed as outlined below. All exterior concrete slab-on-grade construction shall be reinforced with at least #4 bars on 16-inch centers, each way. Reinforcement shall be placed at mid-depth of the slab. Additional reinforcement may be required once the final expansion potential of the subgrade soils is known. Actual reinforcement requirements will be dependent on the Expansion Index of the bearing soils, applicable sections of the governing building code, and requirements of the structural engineer.</p> <ul style="list-style-type: none"> Cracks that develop in concrete slab-on-grade shall be filled and sealed prior to placing floor coverings. Frequent control joints shall be incorporated into the slab construction, particularly in the areas of re-entrant corners, to help control cracking. In areas of moisture sensitive floor coverings, an appropriate vapor retarder shall be installed in order to minimize vapor transmission from the subgrade soil to the slab. The vapor retarder shall be centered within the four-inch thick sand layer. The vapor retarder shall be evaluated for holes and/or punctures, and the edges overlapped and taped, prior to placement of sand. Any holes or punctures observed shall be properly repaired. The retarder shall be covered with two inches of sand to help protect it during construction. The sand shall be lightly moistened and densified just prior to placing the concrete. 	<p>Construction</p> <p>Grading/Construction</p>	<p>County</p> <p>County</p> <p>Geotechnical Engineer</p>	<p>Prior to Building Permit</p> <p>During Building Inspection</p> <p>Prior to Occupancy</p> <p>During Building Inspection</p> <p>Prior to Occupancy</p>	<p>County Public Works</p> <p>County Public Works</p>		

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> Relatively impervious floor coverings (i.e. vinyl, linoleum, etc.) that cover concrete slab-on-grade may block the passage of moisture vapor through the concrete slab, which could result in damage to the floor covering. After the concrete slab has sufficiently cured, the concrete slab surface shall be sealed with a commercial sealant prior to placing the floor covering. The compatibility, and recommendations for placing of the concrete sealer, mastic, and floor covering shall be verified by the floor covering manufacturer prior to sealing the concrete or placing of the floor covering. The proposed exterior perimeter slabs (sidewalks, patios, walkways, etc.) shall be designed to be relatively independent of foundation stems (free-floating) to help mitigate cracking due to foundation settlement and/or expansion. 	Construction	County	Building Permit Plan Check Verified at Inspection Prior to Construction	County Public Works		
<ul style="list-style-type: none"> Subgrade soils for all concrete flatwork shall be moisture conditioned to near optimum moisture content within 24 hours prior to placement of concrete. Measures shall be taken to maintain optimum moisture until concrete is placed. Actual depths of pre-moistening shall be dependent upon the actual Expansion Index of the subgrade soils. 	Grading/ Construction	County Geotechnical Engineer	Building Permit Plan Check Verified at Inspection Prior to Construction Grading Plan Check Building Permit Plan Check Verified at Inspection Prior to Construction	County Public Works		
<p>Parcel 21 <u>General Site Preparation</u></p> <ul style="list-style-type: none"> Much of the soil within the building footprints is very loose and soft, and the foundation excavations are expected to penetrate to a depth near or below the groundwater table elevation. Therefore, to provide a firm working surface for pile driving and 	Grading/ Construction	County Geotechnical Engineer Structural Engineer	Building Permit Plan Check Verified at Inspection Prior to Construction	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>construction of the pile caps and structural deck, a layer of gravel, at least one-foot thick, shall be placed at the base of the excavation for each building footprint.</p> <ul style="list-style-type: none"> Soils beneath any proposed traffic-bearing flexible pavement and non-traffic-bearing flatwork (sidewalks, walkways, patios, etc.) outside the building footprints, shall be excavated a minimum of 24 inches below the existing grade or finished subgrade, whichever is lower. These remedial excavations shall extend a minimum lateral distance of at least two feet beyond the pavement edges. The bottom of the remedial excavation shall then be scarified (ripped) six inches. The scarified and excavated soils shall be moisture conditioned to near optimum moisture content and be uniformly compacted to at least 90 percent of maximum dry density using mechanical compaction equipment. Compaction shall be verified by testing. The purpose of this recommendation is to provide minimum subgrade support to attain minimum life for the proposed pavements and flatwork. <i>It shall be understood that, the entire site is underlain by at least 17 feet of poorly compacted uncerified fill and the proposed pavements and flatwork may experience settlement and other distress sooner and to a greater degree than pavements and flatwork supported by a full depth of structural fill.</i> If used, any import soils shall be equal to, or better than, the on-site soils in strength, expansion, compressibility, and soil chemistry characteristics. In general, import material shall be free of organic matter and harmful substances, have no more than 20 percent passing a #200 sieve, and an Expansion Index less than 20. Import soils shall be evaluated prior to their use, but will not be prequalified by the geotechnical consultant. Approval of import soils 	Grading/Construction	County Geotechnical Engineer	Grading Permit Plan Check Building Permit Plan Check Verified at Inspection Prior to Construction	County Public Works		
	Grading/Construction	County Geotechnical Engineer	Grading Plan Check Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>shall be given only after the material is on the project, either in-place, or stockpiled in adequate quantity to complete the project.</p> <ul style="list-style-type: none"> Backfill around or adjacent to confined areas (i.e. interior utility trench excavations, etc.) shall be performed with a lean sand/cement slurry (minimum two sacks of cement per cubic yard) or "flowable fill" material (a mixture of sand/cement/fly ash). The fluidity and lift placement thickness of any such material shall be controlled in order to prevent "floating" of any "submerged" structure. Roof drainage systems for the proposed structures shall be designed so that runoff water is diverted away from any structure. Final site grades shall be designed and constructed so that all water is diverted away from all structures and not allowed to pond on or near pavement. Drainage devices shall be constructed to divert drainage from the project site. 	Grading/Construction	County	Prior to Building Permit	County Public Works		
<p><u>Temporary Shoring</u></p> <ul style="list-style-type: none"> The proposed partial subterranean parking level excavation will be approximately five to seven feet deep and may be adjacent to at least one property line. Temporary shoring may be necessary to support the excavation during construction. The shoring shall consist of temporary sheet pile or steel panels, a soldier pile and lagging type system, or similar temporary shoring system. The shoring shall be cantilevered. Cantilevered, shoring shall be designed to resist active lateral earth pressures of 40Z pounds per square foot (psf) per foot of depth, where Z = Depth (in feet) measured below the top of the retained 	Construction Operation	County	Building Permit Plan Check Prior to Occupancy On-going	County Public Works		
	Grading/Construction	County	Prior to Grading Permit Prior to Building Permit	County Public Works		
	Grading/Construction	County	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
	Grading/Construction	County Geotechnical Engineer Structural Engineer		County Public Works		
	Grading/Construction	County Geotechnical Engineer		County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>ground surface behind the shoring. This value is based on level ground behind the shoring.</p> <ul style="list-style-type: none"> The lateral earth pressure to be resisted by retaining shall be increased to allow for surcharge loads. The surcharge considered shall include the loads from any other structures or vehicle traffic within a distance at least equal to the height of the shoring. This includes the surcharge from the weight of the existing south property-line wall if this wall is to be preserved in place. Surcharge effects for cantilevered shoring shall be computed assuming active earth pressure conditions using a pressure coefficient of 0.4. Lateral resistance for temporary shoring sheet piles or soldier piles founded in native site soils shall be assumed to be provided by passive pressure below the bottom of the excavation. As discussed above, the excavation depth is expected to be approximately seven feet below the existing ground surface. The passive pressure for temporary sheet piles or soldier piles may be taken as 250D pounds per square foot (psf) per foot of depth for unsaturated soils, where D = Depth (in feet) measured below the bottom of the excavation. For saturated soils below the water table, passive pressure of 135 psf per foot of soil may be used. This resisting pressure is an ultimate value. An appropriate factor of safety shall be used for design calculations (minimum of 1.5 recommended). The effective width of soldier piles for passive pressure calculations shall be taken as up to three times the actual pile width. 	Grading/Construction	Structural Engineer County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> If soldier piles are used, exposed soils between soldier piles shall be supported by lagging and backfilled or supported through the use of reinforced concrete lagging to prevent soil movement. All timber lagging to be left in the ground shall be pressure treated in accordance with Standard Specifications for Public Works Construction, Section 204-2. 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<p>GEO-3 The applicant shall implement the geotechnical engineering recommendations related to secondary seismic hazards (liquefaction, ground subsidence, and lateral spreading) of the geotechnical engineer and/or others, as well as conform to all subsequent conditions that are imposed on the project and are deemed appropriate and necessary during grading, construction, and/or operation of the proposed developments at Parcel OT and Parcel 21. A summary of these recommendations follows:</p>	Grading/Construction Operation	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit On-going	County Public Works		
<p>Parcel OT <u>Soil Improvement</u></p> <ul style="list-style-type: none"> There are a variety of methods that can be used for soil improvement to minimize liquefaction potential. For this site, the Earth Systems Southern California (ESSC) recommends: a) a combination of a soil-cement cutoff wall around most or all of the site perimeter and stone columns for soil densification and excess pore water pressure relief, or b) a cellular pattern of soil-cement cutoff walls to both mitigate the lateral spreading issue and to provide support for a mat-type foundation system. 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> It should be understood that if it is intended to leave some of the existing fill in place, soil improvement of that type of debris-filled irregular material may be difficult and may not result in adequate support for a mat foundation. Consideration shall be given to doing complete removal of the existing fill and replacement to the proposed mat foundation elevation with imported granular engineered fill. At a minimum, a soil-cement cutoff wall shall be installed along the easterly site boundary (adjacent to the lagoon) to mitigate the potential for lateral spreading. The cutoff wall shall be at least 30 feet deep to fully contain the soils with potential for lateral movement. Soil-cement cutoff walls shall also be installed around the remaining portions of the site perimeter for temporary excavation support and groundwater control. Additionally, if stone columns are not used, some soil-cement cutoff walls are recommended in the interior of the building footprint for form a "cellular" pattern for soil containment and support of a mat foundation. Soil-cement cutoff walls shall consist of overlapping "cylinders" of soil mixed in place at depth with Portland cement or other suitable cementitious materials. The specific soil cement mix design shall be provided by a qualified ground improvement contractor under the review of the project geotechnical engineer. Stone columns shall be installed on a grid pattern to cover the building footprint plus at least 10 feet laterally beyond the building footprint. The exact spacing and depth of the stone columns is dependent on the amount of liquefying soil in a given part of the site. 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> As a preliminary estimate for the south part of the site, stone columns shall be spaced at no further than eight feet on center and should be at least 50 feet deep (below existing grade) to intersect all potentially liquefiable soil. In the northerly side of the site, stone columns shall be at least 30 feet deep to intersect the deepest liquefying layer in that area. 	Grading/ Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Stone columns shall be at least 18 inches in diameter and shall consist of relatively clean gravel placed in a "column" by means of a crane-mounted vibrator. 	Grading/ Construction	County	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Wick drains (if used) shall be used to relieve excess pore pressure during stone-column installation and maximize ground densification. Wick drains shall consist of a geosynthetic drain material typically about four inches wide corrugated plastic with a filter fabric wrapping. Wick drains shall be installed to the same depth as the adjacent stone columns and are typically installed by hydraulic push methods. 	Grading/ Construction	County Geotechnical Engineer		County Public Works		
<ul style="list-style-type: none"> Deep soil mixed soil-cement cutoff walls, stone columns, and wick drains (if used) shall be installed by a qualified ground improvement contractor with experience in Southern California. The ground improvement contractor shall be consulted for more specific estimates of the stone column specifications and for special limitations of the ground improvement methods. 	Grading/ Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<ul style="list-style-type: none"> Confirmation testing shall be required to verify that the ground improvement has achieved the minimum soil densities and strengths necessary to adequately reduce the liquefaction potential. At least 10 CPT soundings and five soil borings with SPT samples shall be performed after installation of the stone columns (and wick drains if used) to demonstrate the "post ground improvement" soil density. Earth 	Grading/ Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Systems Southern California (ESSC) recommends the following tentative criteria to demonstrate adequate densification: corrected SPT blow counts (N_{160cs}) shall exceed 30 blows per foot, and CPT tip resistance (Q_{cs}) shall exceed 160 tons per square foot (tsf) in all of the soils below the proposed building foundation that do not meet the "Chinese criteria" (clay content <15 percent or CPT Ic parameter <2.5).</p> <ul style="list-style-type: none"> An indicator program of soil-cement cutoff walls and stone columns is recommended at the beginning of the project (prior to full "production" of soil-cement and stone columns) to verify their effectiveness. For the indicator program, a soil-cement cutoff wall at least five feet wide by at least 20 feet long should be installed. Indicator stone columns should be installed in a 100 square foot area in the northerly part of the site and a 100 square foot area in the southerly part of the site. At least two borings with SPT samples and at least two CPT soundings should be completed in each of the two test areas to verify the effectiveness of the soil densification. Once the indicator program is complete, the ground improvement program can be finalized. 	Grading/Construction	County Geotechnical Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		
<p>Mat Foundations Due to the soft, variable nature of the site soils and the potential for seismic-induced ground movement, a structural mat foundation is recommended for the building foundation. The proposed soil improvement will reduce but not eliminate all potential variability in ground support for building foundations. Earth Systems Southern California (ESSC) recommends that any building or structure constructed on this site be designed to at least the minimum standards for Seismic Zone 4, as designated by the 2001 edition of the California Building Code (CBC).</p> <ul style="list-style-type: none"> The mat shall be either conventionally reinforced or consist of a post-tensioned slab system. Specific criteria for post-tensioned slab design shall be 	Grading/Construction	County Geotechnical Engineer Structural Engineer	Plan Check Prior to Grading Permit Field Verified Prior to Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>provided by the project geotechnical engineer if a post-tensioned system is selected.</p> <ul style="list-style-type: none"> The mat foundation for the proposed structure shall be supported by improved ground. An allowable "net" bearing capacity of 1,500 pounds per square foot (psf) shall be utilized for dead and sustained live loads for design of the mat foundation. This value is a "net" value that includes the compensation for soil removal assuming a minimum five-foot deep parking basement. This value shall be increased by 1/3 when considering transient loads such as earthquake or wind forces. The mat slab shall be at least six inches thick and shall include a perimeter beam extending a minimum of 24 inches below finished adjacent grade. The actual depth, width, and reinforcement requirements for the mat foundation depend on the Expansion Index of the bearing soils and shall be specified by the structural engineer. The mat foundation shall be designed to accommodate differential movement of up to 1.5 inches in a 30-foot span (1:240 distortion ratio). Resistance to lateral loading may be provided by friction acting along the mat foundation base. A coefficient of friction of 0.35 shall be used for concrete foundations on site soils that have been "improved." This value includes a safety factor of 1.5. Additional resistance to lateral loading may be provided by passive earth pressure acting against the sides of foundations or grade beams. Based on the presence of "improved" soils around the perimeter of the proposed building, the passive pressure is estimated to be 350 Z PSF, where Z = Depth (in feet) below the finished ground elevation. In passive pressure calculations, the upper one-foot of soil shall be subtracted from the depth, Z, unless confined by 						

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>pavement or slab. The resisting pressure provided is an ultimate value. An appropriate factor of safety shall be used for design calculations (minimum of 1.5 recommended).</p> <ul style="list-style-type: none"> The excavation for the mat foundation shall be cleaned of all loose or unsuitable soils and debris prior to placement of concrete. Soil generated from the foundation excavations shall not be placed below the mat slab unless properly moisture conditioned and compacted. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<p><u>Building Foundation Piles</u></p> <ul style="list-style-type: none"> Building foundation piles, if used, shall consist of precast, prestressed reinforced concrete driven piles. The piles may be round or square in cross-section. It is anticipated that piles would need to be at least 24-inches in diameter or square dimension. Building piles shall be embedded a <u>minimum</u> of 15-feet into dense sand (minimum tip depth of <u>at least</u> 60 ft below exist grade in the southerly part of the site). The actual total pile length and embedment may vary depending upon the requirements of the structural engineer and the results of the pile driving analysis (ie. evaluation of pile driving blow counts). In general, the pile driving criteria provided by the Engineering News Record (ENR) formula (Public Works, 2000) shall be satisfied for the last one foot of pile driving. If the required driving resistance is not achieved at the design depth, the pile may be allowed to "set" overnight and then driven an additional foot. If the required driving resistance is still not achieved, the pile may be lengthened or additional piles may be installed in accordance with the recommendations of the geotechnical and structural engineers. The axial load carrying capacities of the foundation piles will depend on the final pile size and embedment depth selected. Deeper exploration of the site and further analysis of pile capacities would be necessary 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>to provide allowable pile capacities. Preliminarily, skin friction for piles embedded below the lowest liquefying layer may be assumed to be approximately 0.9 tons per square foot (tsf). Down-drag forces of at least 0.5 tsf must be applied to all portions of the piles above the lowest liquefying soil layer.</p> <ul style="list-style-type: none"> The lateral load carrying capacity of foundation piles will be a function of the depth of liquefying soil at each pile location and the anticipated depth of lateral soil movement due to lateral spreading. Resistance to lateral movement can be provided by passive soil pressure below the lowest liquefying soil layer. Passive pressure may be taken as 500 pounds per square foot of depth in firm soil below the liquefying layers. Driving lateral earth pressures must be applied to the portions of the piles within the depths where lateral spreading is anticipated. Specific lateral pile capacity calculations can be provided if pile foundations are selected for the project. The design mix for the concrete to be used in the pile construction shall be established and approved by the structural engineer prior to the time of construction. Concrete compression tests shall be performed during pile casting in accordance with applicable codes or requirements of the structural engineer. Inspection by qualified personnel shall be provided during the pile casing and/or reinforcement placing and tensioning. An indicator pile program shall be conducted for both proposed buildings prior to installation of the building foundation piles. The indicator pile program shall include a minimum of ten piles. The indicator piles shall have the same cross-section and consist of the same construction as the piles selected for the building foundation and may be used as final building foundation piles ("production piles"). The indicator piles shall be located at points distributed approximately uniformly across the two building 						

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>footprints. The indicator piles shall be a minimum of 60 feet in length (as delivered to the site) and shall be driven to a minimum embedment of 15 feet into the dense sand below the lowest liquefying soil layer.</p> <ul style="list-style-type: none"> At least the first indicator pile shall be driven with no pre-boring. Pre-boring up to 3/4 of pile cross sectional area will be permitted for subsequent piles if necessary to achieve minimum embedment depth. The axial pile capacity for the last two feet of driving must be calculated based on blow counts to at least the required axial design load for the pile. The geotechnical engineers, or their representatives, shall be present during the installation of all pile foundations. This is to observe pile driving conditions and help identify variations in soil conditions that may require additional evaluation of the foundation criteria in this report. Piles in groups or rows shall be driven alternately before driving an adjacent pile. Driven piles shall not be more than two percent from the plumb position. 						
<p>Retaining Walls The following lateral earth pressures shall be used in the design of the proposed basement (partial subterranean parking level) retaining walls, or similar structures at the site (Refer to Section IV.A of this EIR for equivalent fluid earth pressures table).</p> <ul style="list-style-type: none"> The basement (partial subterranean parking level) retaining walls shall be supported by the structural mat foundation as recommended herein. The lateral earth pressure to be resisted by retaining shall be increased to allow for surcharge loads. The surcharge considered shall include the loads from any structures or vehicle traffic within a distance approximately equal to the height of the retaining wall. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> Backfill immediately behind any retaining structure shall be a free-draining granular material. Comments on the characteristics of import soils shall be given by the geotechnical consultant after the material is on the project, either in place, or stockpiled in adequate quantities to complete the project. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Backfill behind retaining walls shall be with soils that have been properly moisture conditioned to approximately optimum moisture content and uniformly compacted to at least 90 percent of maximum dry density as determined by ASTM D 1557 test procedures using mechanical compaction equipment. To aid in the compaction operation, retaining wall backfill shall be placed in lifts not exceeding six inches compacted thickness. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Compaction within the area of a 1H:1V slope from the bottom of wall excavations shall be performed by hand operated compaction equipment, intended to reduce potential "locked-in" lateral pressures caused by compaction with heavy grading equipment. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Backdrains or an equivalent system of backfill drainage shall be incorporated into the retaining wall design unless the walls are designed to resist full hydrostatic pressure and properly waterproofed. Waterproofing of retaining walls shall be provided to help reduce the potential for efflorescent formation. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> The final grade shall be such that all water is diverted away from the retaining wall's foundation or backfill. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<p>Parcel 21 Foundation Piles</p> <ul style="list-style-type: none"> Building foundation piles shall consist of precast, prestressed reinforced concrete driven piles. The piles may be round or square in cross-section. Recommendations are provided herein primarily for 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> 24-inch square piles. Building piles shall be embedded a minimum of 13-ft. into dense sand (minimum tip depth of approximately 45 ft. below existing grade). The actual total pile length and embedment may vary depending upon the requirements of the structural engineer and the results of the pile driving analysis (i.e. evaluation of pile driving blow counts). 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> In general, the pile driving criteria provided by the Engineering News Record (ENR) formula (Public Works, 2006) shall be satisfied for the last one foot of pile driving. If the required driving resistance is not achieved at the design depth, the pile may be allowed to "set" overnight and then driven an additional foot. If the required driving resistance is still not achieved, additional piles shall be installed in accordance with the recommendations of the geotechnical and structural engineers. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> The axial load carrying capacities of the foundation piles shall be determined based on the final pile size and embedment depth selected. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> The lateral load carrying capacities of the foundation piles shall be determined based on the final pile size and embedment depth selected. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> The design mix for the concrete to be used in the pile construction shall be established and approved by the structural engineer prior to the time of construction. Concrete compression tests shall be performed during pile casting in accordance with applicable codes or requirements of the structural engineer. Inspection by qualified personnel shall be provided during the pile casing and/or reinforcement placing and tensioning. 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> An indicator pile program shall be conducted for the proposed building prior to the remainder of the 	Grading/ Construction	County	Grading Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>building foundation piles. The indicator pile program shall include a minimum of six piles within each of the two building footprints. The indicator piles shall have the same cross-section and consist of the same construction as the piles selected for the building foundation and may be used as final building foundation piles ("production piles"). The indicator piles shall be located at points distributed approximately uniformly across the building footprints, except that at least one set of indicator piles shall be driven as a group of three to evaluate pile group installation. The indicator piles shall be 45 to 50 feet in length (as delivered to the site) and shall be driven to a minimum embedment of 15 feet into the dense sand (at least 15 feet below the 32-foot depth from existing grade). The indicator piles shall be driven using the same hammer that will be used for production pile installation.</p>		Structural Engineer	Building Permit			
<ul style="list-style-type: none"> At least the first indicator pile shall be driven with no pre-boring. Pre-boring up to 3/4 of pile cross sectional area shall be permitted for subsequent piles if necessary to achieve minimum embedment depth. The axial pile capacity for the last foot of driving shall be calculated based on blow counts to at least the required axial design load for the pile. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> The geotechnical engineers, or their representatives, shall be present during the installation of all pile foundations. This is to observe pile driving conditions and help identify variations in soil conditions that may require additional evaluation of the foundation criteria in this report. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Piles in groups or rows shall be driven alternately before driving an adjacent pile. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Driven piles shall not be more than two percent from the plumb position. 	Grading/Construction	County	Grading Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Retaining Walls</p> <ul style="list-style-type: none"> The walls of the subterranean portion of the proposed building shall be supported by the structural deck and building piles. Any retaining walls proposed for the project that are not structurally supported by the piles shall be supported by existing uncertified fill soils at the site and thus may experience some degree of settlement and other distress. Lateral earth pressures for subterranean walls at the subject site include normal "static" pressures and earth pressures resulting from earthquakes and laterally spreading soils. The following "static" lateral earth pressures shall be used in the design of the proposed subterranean building walls and any other retaining walls that may be proposed at the site (Refer to Section IV.A of this EIR for equivalent fluid earth pressures with well drained backfill table). For walls founded in soil rather than supported by the pile foundation system, resistance to lateral loading shall be provided by passive pressure of soil in front of the wall and by friction acting along the foundation base. For retaining walls founded in soil, passive pressures of 270 psf per foot of soil in front of the wall shall be used for unsaturated soils. For saturated soils below the water table, passive pressure of 135 psf per foot of soil may be used. The upper one-foot of soil shall be neglected for passive pressure calculations unless confined by pavement or slab. A coefficient of friction of 0.3 shall be used in designing concrete retaining wall foundations in site soils recompacted to approximately 90 percent of maximum dry density as determined by ASTM D 1557 test procedures, and shall be used with dead loads. This value includes a safety factor of 1.5. This 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Lateral earth pressures for subterranean walls at the subject site include normal "static" pressures and earth pressures resulting from earthquakes and laterally spreading soils. The following "static" lateral earth pressures shall be used in the design of the proposed subterranean building walls and any other retaining walls that may be proposed at the site (Refer to Section IV.A of this EIR for equivalent fluid earth pressures with well drained backfill table). For walls founded in soil rather than supported by the pile foundation system, resistance to lateral loading shall be provided by passive pressure of soil in front of the wall and by friction acting along the foundation base. For retaining walls founded in soil, passive pressures of 270 psf per foot of soil in front of the wall shall be used for unsaturated soils. For saturated soils below the water table, passive pressure of 135 psf per foot of soil may be used. The upper one-foot of soil shall be neglected for passive pressure calculations unless confined by pavement or slab. A coefficient of friction of 0.3 shall be used in designing concrete retaining wall foundations in site soils recompacted to approximately 90 percent of maximum dry density as determined by ASTM D 1557 test procedures, and shall be used with dead loads. This value includes a safety factor of 1.5. This 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<ul style="list-style-type: none"> Lateral earth pressures for subterranean walls at the subject site include normal "static" pressures and earth pressures resulting from earthquakes and laterally spreading soils. The following "static" lateral earth pressures shall be used in the design of the proposed subterranean building walls and any other retaining walls that may be proposed at the site (Refer to Section IV.A of this EIR for equivalent fluid earth pressures with well drained backfill table). For walls founded in soil rather than supported by the pile foundation system, resistance to lateral loading shall be provided by passive pressure of soil in front of the wall and by friction acting along the foundation base. For retaining walls founded in soil, passive pressures of 270 psf per foot of soil in front of the wall shall be used for unsaturated soils. For saturated soils below the water table, passive pressure of 135 psf per foot of soil may be used. The upper one-foot of soil shall be neglected for passive pressure calculations unless confined by pavement or slab. A coefficient of friction of 0.3 shall be used in designing concrete retaining wall foundations in site soils recompacted to approximately 90 percent of maximum dry density as determined by ASTM D 1557 test procedures, and shall be used with dead loads. This value includes a safety factor of 1.5. This 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>value used for design may be increased by 1/3 when transient loads (such as wind and seismic forces) are considered.</p> <ul style="list-style-type: none"> The lateral earth pressure to be resisted by retaining shall be increased to allow for surcharge loads. The surcharge considered shall include the loads from any structures or vehicle traffic within a distance approximately equal to the height of the retaining wall. Backfill immediately behind any retaining structure shall be a free-draining granular material. Comments on the characteristics of import soils shall be given by the geotechnical consultant after the material is on the project, either in place, or stockpiled in adequate quantities to complete the project. Backfill behind retaining walls shall be with soils that have been properly moisture conditioned to approximately optimum moisture content and uniformly compacted to at least 90 percent of maximum dry density as determined by ASTM D 1557 test procedures using mechanical compaction equipment. To aid in the compaction operation, retaining wall backfill shall be placed in lifts not exceeding six inches compacted thickness. Compaction within the area of a 1H:1V slope from the bottom of wall excavations shall be performed by hand operated compaction equipment. This is intended to reduce potential "locked-in" lateral pressures caused by compaction with heavy grading equipment. Back-drains, or an equivalent system of backfill drainage shall be incorporated into the retaining wall design. Proper back-drainage will minimize the potential for hydrostatic pressures behind retaining walls. In addition to back-drains, waterproofing of retaining walls is recommended to minimize moisture migration through the walls and to help reduce the 	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
	Grading/ Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>potential for efflorescent formation.</p> <ul style="list-style-type: none"> The final grade shall be such that all water is diverted away from the retaining wall's foundation or backfill. 	Grading/Construction	County Structural Engineer	Grading Permit Building Permit	County Public Works		
<p><u>Seiches and Tsunamis</u> Parcels OT and 21 GEO-4 The applicant shall prepare emergency evacuation plans for both Parcel OT and Parcel 21, subject to the review and approval of the Fire Department.</p>						
Noise						
<p>N-1 Noise monitoring shall be performed by a qualified acoustician, who shall be responsible for posting notices at the construction sites describing the nature of the project and the duration and hours of construction, providing a phone number at which noise complaints may be registered, and responding to such complaints. If any violations occur, the equipment in question or barriers/shields shall be modified before pile driving or construction activities continue.</p>	Grading/Construction	County	Prior to Grading	County Public Works Regional Planning		
<p>N-2 The pile driver shall be shielded through noise blankets or a temporary barrier sufficiently to meet the Los Angeles County noise ordinance levels.</p>	Construction	County	Construction	County Public Works		
<p>N-3 Because the repetitive noise of pile driving may be intrusive even if ordinance standards are not exceeded, the allowable hours of pile driving shall be restricted from 8 a.m. to 4:30 p.m. from Monday through Friday.</p>	Construction	County	Construction	County Public Works		
<p>The County of Los Angeles Ordinances requires that construction noise measured at nearby single-family residential property lines not exceed 75 dB from mobile noise sources. The construction noise standard for multi-family uses is 80 dB, and 85 dB for the adjacent hotel. This standard would be met if the following measures are implemented:</p>						

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
N-4 All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 8 a.m. to 5 p.m. Monday through Saturday and shall utilize the quietest equipment available.	Grading/ Construction	County	Construction	County Public Works		
N-5 All on-site construction equipment shall have properly operating mufflers. Other measures shall be implemented wherever necessary to further reduce construction equipment noise. These may include, but are not limited to, utilizing 3/4-inch plywood screening on semi-stationary equipment operating under full power for more than 60 minutes within a direct line of sight to any residential bedroom window.	Operation Grading/ Construction	County	Construction Ongoing	County Public Works Regional Planning		
N-6 All construction staging and delivery areas shall be located as far away as possible from the nearest homes (for development on Parcel OT, staging shall occur away from the northwestern portions of the site; and for development on Parcel 21, staging shall occur away from the easternmost and southernmost portions of the site), and shall be scheduled to occur from the mid-morning to mid-afternoon hours.	Plan Check Grading/ Construction	County	Prior to Grading Permit Ongoing	County Public Works Regional Planning		
N-7 In order for the County interior standard of 45 dB CNEL to be met with a reasonable margin of safety, the applicant shall incorporate the use of dual-paned windows (STC-30 rated windows and/or sliding glass doors) and supplemental ventilation that includes a fresh air supply of 30 cubic feet per minute in the active seniors accommodations on Parcel OT.	Plan Check Operation	County	Prior to Building Permit	County Public Works Regional Planning		
Construction of multiple family dwelling units requires compliance with all noise insulation requirements of the California Building Code, as applied to the project by the County Department of Building and Safety.	Construction On-going	County	Prior to Building Permit			

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>N-8 The applicant shall implement structural noise attenuation measures as required by the California Building Code. The Code requires the following noise insulation features for such units, as stated in CBC Appendix 1208A:</p> <ul style="list-style-type: none"> • Wall and floor-ceiling assemblies separating dwelling units from each other and from public spaces such as interior corridors and service areas shall provide airborne sound insulation for walls, and both airborne and impact sound insulation for floor-ceiling assemblies. Wall assemblies shall have a minimum STC rating of 50. Floor-ceiling assemblies shall have a minimum STC and IIC ratings of 50. • Construction details for all sound- and impact-rated assemblies shall be provided on architectural plans. Laboratory test reports governing the STC and IIC ratings of these assemblies shall be specified. • Entrance doors from interior corridors to dwelling units together with their perimeter seals shall have a minimum STC rating of 26. The 1-3/8-inch (35mm) solid core wood or 18-gauge insulated steel slab doors with resilient stop and compression seals all around, including threshold, are acceptable without other substantiating data. • All penetrations or openings in construction assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits, or heating, ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings. • All rigid conduit, ducts, plumbing pipes, and appliance vents located in sound assemblies shall be sealed, lined, insulated or otherwise treated to maintain the required ratings. • Mineral fiber insulation shall be installed in joint spaces whenever a plumbing pipe or duct penetrates a floor-ceiling assembly or where such pipe or duct passes through the plane of the floor-ceiling assembly 	<p>Construction On-going</p>	<p>County</p>		<p>County Public Works</p>		
	<p>Construction</p>	<p>County</p>	<p>Plan Check Prior to Building Permit Prior to Occupancy</p>	<p>County Public Works</p>		
	<p>Construction</p>	<p>County</p>	<p>Plan Check Prior to Building Permit Prior to Occupancy</p>	<p>County Public Works</p>		
	<p>Construction</p>	<p>County</p>	<p>Plan Check Prior to Building Permit Prior to Occupancy</p>	<p>County Public Works</p>		
	<p>Construction</p>	<p>County</p>	<p>Plan Check Prior to Building Permit Prior to Occupancy</p>	<p>County Public Works</p>		
	<p>Construction</p>	<p>County</p>	<p>Plan Check Prior to Building Permit Prior to Occupancy</p>	<p>County Public Works</p>		
	<p>Construction</p>	<p>County</p>	<p>Plan Check Prior to Building Permit Prior to Occupancy</p>	<p>County Public Works</p>		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>from within a wall. The insulation shall be installed to a point 12 inches (305mm) beyond the pipe or duct.</p> <ul style="list-style-type: none"> • Combustion air and kitchen and bathroom exhaust ducts within sound separation assemblies shall be wrapped with Type "C" insulation as shown in Table No. 6-D, Uniform Mechanical Code. • Electrical penetrations in sound-rated wall and floor-ceiling assemblies shall conform to the following (outlet box used herein is defined as a box used for receptacles, switches, surface-mounted lighting fixtures, junction points, telephones, thermostats, television uses, etc.): <ul style="list-style-type: none"> - Outlet box dimensions shall not exceed 6 inches (152mm) in length or width. - Only outlet boxes and ceiling exhaust fans in the bathrooms shall be permitted in walls and ceilings. All other equipment and devices including recessed fixtures, panel boards, heaters, kitchen exhaust fans, sound-producing equipment (bells, intercoms, etc.) shall not be installed in these sound-rated assemblies. - Light switches, outlet boxes and surface-mounted fixtures shall not be installed back-to-back. Plugs and switches shall be separated by 36 inches (914mm) minimum. - Surface-mounted fixtures shall be separated by 24 inches (610mm) minimum. All openings shall be caulked to ensure integrity. - Outlet boxes shall not exceed 1-1/2" (38mm) in depth so as to allow the required 2-inch (51mm) uncompressed insulation to be installed in a standard 2-inch X 4-inch (51mm by 104mm) wall. On walls of deeper dimensions, boxes of greater depths may be permitted. - Conduits or raceways (stubouts) may 	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy	County Public Works		
	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy			

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>penetrate the sound-rated assemblies provided the conduit is covered at the penetration point with permanently resilient sealant.</p> <ul style="list-style-type: none"> Floor-ceiling assemblies between residential areas and equipment penthouses (a/c units, etc.) shall be installed in accordance with the sound separation requirements. Floor coverings such as carpet and pad which are required as part of a sound- and impact-rated assembly shall be installed prior to final inspection and that such coverings must be retained as a permanent part of the assembly and may be replaced only by other floor coverings which provide the required ratings. Wall-mounted lavatories and toilets are not permitted on sound-rated walls. 	Construction	County	Plan Check Prior to Building Permit Prior to Occupancy On-going	County Public Works		
<p>N-9 Heating, ventilation, or air conditioning (HVAC) equipment on Parcel 21 shall not operate between the hours of 10 p.m. and 7 a.m., unless it is demonstrated by noise measurement that the noise level from such operation does not exceed a Leq90 of 45 dB at the closest residential property line.</p>	Operation	County	Ongoing	County Public Works Regional Planning		
<p>N-10 Although noise from the Parcel 21 parking structure is not expected to be any greater than what sensitive receivers currently experience in the project area, the applicant shall incorporate into the parking structure a design that coats the floor with a treatment or provides a swirled concrete texture that reduces tire squeal.</p>	Construction Operation	County	Plan Check Prior to Building Permit Field Verified Prior to Occupancy	County Public Works Regional Planning		
<p>N-11 Signage shall be posted that notifies parking structure users on Parcel 21 of possible penalties (such as reporting to the Sheriff's Department that may result in towing) for false alarms if their alarm does not comply with limits on frequency or duration of triggering an alarm.</p>	Construction Operation	County	Plan Check Prior to Building Permit Field Verified Prior to Occupancy	County Public Works Regional Planning		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
Water Quality						
Surface Water Quality						
<p>WQ-1 Grading activities shall be planned during the Southern California dry season (April through October) to the extent feasible and practicable.</p> <p>WQ-2 The applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and submit it with the grading plan to the County of Los Angeles Department of Public Works' Land Development Division for review and approval and apply the appropriate BMPs identified. These may contain at a minimum the following items:</p> <ul style="list-style-type: none"> • During construction, contractors shall be required to utilize sandbags and berms to control runoff during on-site watering and periods of rain in order to minimize erosion, sedimentation, and surface water contamination. • In order to intercept sediment-laden runoff generated during construction activities and trap and retain sediment, sediment basins shall be employed within the project site. • Filter fences designed to intercept and detain sediment and trash while decreasing the velocity of runoff shall be employed within project sites. 	Grading/Construction	County	Grading Permit On-going Prior to Grading Permit Ongoing	County Public Works Regional Planning County Public Works		
<p>WQ-3 The applicant shall prepare a Drainage Concept and Standard Urban Stormwater Mitigation Plan (SUSMP) for both Parcels OT and 21, subject to review and approval by the County of Los Angeles Department of Public Works' Land Development Division. The SUSMP shall include best management practices for controlling and treating polluted runoff and removing floating solids from runoff. Any such best management practices or devices shall be incorporated as shown on the Drainage Concept as approved by the County of Los</p>	Grading/Construction On-going	County	Prior to Grading Permit On-going	County Public Works Regional Water Quality Control Board		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>Angeles Department of Public Works, if necessary, for compliance with applicable Total Maximum Daily Loads under the Los Angeles Regional Water Quality Control Board.</p>						
Air Quality						
Construction Period Impacts						
<p>AQ-1 The applicant shall prepare a Construction Management Plan to control fugitive dust. At a minimum, the Plan shall include the following dust control measures:</p> <ul style="list-style-type: none"> • The simultaneous disturbance site should be minimized as much as possible. • The proposed project shall comply with SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM-10 emissions. A plan to control fugitive dust through the implementation of best available control measures shall be prepared and submitted to the County for approval prior to the issuance of grading permits. The plan shall specify the dust control measures to be implemented. Such measures may include but are not limited to: <ol style="list-style-type: none"> a) Application of soil stabilizers to inactive areas; b) Preparation of a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph; c) Stabilization of previously disturbed areas if subsequent construction is delayed; and d) Covering all stock piles with tarps. • The project proponent shall comply with all applicable SCAQMD Rules and Regulations including Rule-403 insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of 	Grading/Construction	County	Plan Check Prior to Grading Permit. On-going	County Public Works SCAQMD		
	Grading/Construction	County	On-going	County Public Works SCAQMD		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>fugitive dust emissions from any active operation, open storage pile or disturbed surface area visible beyond the property line of the emission source. Particulate matter on public roadways is also prohibited.</p> <ul style="list-style-type: none"> Adequate watering techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations shall be watered such that a crust will be formed on the ground surface, and then watered again at the end of each day. Watering of exposed surfaces and haul roads three times/day is recommended. Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil. Any construction access roads (other than temporary access roads) shall be paved as soon as possible and cleaned after each work day. The maximum vehicle speed on unpaved roads shall be 15 mph. Grading operations shall be suspended during any first stage ozone episodes. <p>AQ-2 The applicant shall prepare a Construction Management Plan to control vehicle and equipment emissions during construction. At a minimum, the Plan shall incorporate the following mitigation measures: Construction parking shall be configured to minimize the potential for traffic interference and vehicle idling.</p> <ul style="list-style-type: none"> Any construction equipment using direct internal combustion engines shall use a diesel fuel with a 	Grading/ Construction	County	Prior to Grading Permit On-going	County Public Works SCAQMD		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>maximum of 0.05 percent sulfur and a four-degree retard.</p> <ul style="list-style-type: none"> Equipment and vehicle engines shall be maintained in good condition and in proper tune, according to manufacturer's specifications and per SCAQMD rules, to minimize exhaust emissions. 90 day Low NOx tune-ups shall be required for off-road equipment. Tier 3 rated engines shall be used for all equipment during site grading, if available. Equipment whose engines are equipped with diesel oxidation catalysts shall be utilized, if available. Construction operations affecting off-site roadways shall be scheduled by implementing traffic hours and shall minimize obstruction of through-traffic lanes. Construction operations that may affect traffic flow on the arterial system shall be limited to off-peak hours, as permitted. Truck deliveries occurring during construction shall be consolidated to the extent feasible. Idling trucks or heavy equipment shall turn off their engines if the expected duration of idling exceeds five (5) minutes as required by law. On-site heavy equipment used during grading and construction shall be equipped with diesel particulate filters unless it is demonstrated that such equipment is not available or its use is not cost-competitive. All building construction shall comply with energy use guidelines in Title 24 of the California Code of Regulations. To the extent that such measures are economically feasible/cost competitive, the applicant shall incorporate the following practices: <ul style="list-style-type: none"> - Utilizing electricity from power poles in place of temporary diesel or gasoline-powered generators; 						

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<ul style="list-style-type: none"> - Utilizing methanol or natural gas-powered mobile equipment and pile drivers in place of diesel; and - Utilizing propane or butane-powered on-site mobile equipment in place of gasoline. • Construction equipment operations shall be suspended during any second stage smog alert. 						
Biota						
BIO-1	Grading/Construction	County Monitoring Biologist	Prior to Grading On-going	County Public Works County Regional Planning		
<p>Tree removal shall be performed between the dates of August 1 through January 31 to avoid the nesting bird season. Should this not be feasible, a qualified biologist shall conduct a thorough examination of the tree to determine whether nesting birds are present, and if found, the status of the nest shall be noted. The nest survey shall take place not more than three days (72 hours) prior to the planned removal. If nesting birds are present, the biologist shall prepare a recommendation, which may include a delay of the removal until such time that nesting has been completed. The recommendation of the biologist shall be communicated to the local CDFG Agent for approval and consent prior to removal of the tree(s).</p>						
Cultural Resources						
<p><u>Prehistoric and Historic Archaeological Resources</u> CUL-1 During the removal of asphalt paving and subsequent grading of the sites, the sites shall be monitored by a qualified archaeological monitor. The archaeological monitor shall also be accompanied by a Native American Monitor to be selected from the Native American Heritage Commission approved list for this area. Should evidence of any prehistoric or historic resources be uncovered, including Native American resources, the archeologist must be notified and work in the find area shall cease until the monitor arrives. The State Historic Preservation Office and Los Angeles</p>	Demolition/Grading/Construction	County Archaeological Monitor	On-going	County Regional Planning		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
County Department of Regional Planning shall also be notified if such resources are uncovered. The archeological monitor shall have the authority to halt any activities adversely impacting potentially significant archeological resources, while the find is evaluated in accordance with CEQA criteria for significance.						
CUL-2 Should evidence of any prehistoric or historic archeological resources be uncovered, a Phase II evaluation must be conducted in accordance with Section 15064.5(f) of the CEQA Guidelines.	Grading/Construction	County Archaeological Monitor	On-going	County Regional Planning		
CUL-3 Following §30116(d) of the Coastal Act, any cultural resource found in the portion of the LCP study area planned for development shall be collected and maintained at the Los Angeles County Museum of Natural History or other appropriate location as otherwise provided by State law.	Grading/Construction	County	On-going	County Regional Planning		
CUL-4 Should human remains be discovered during the removal of asphalt paving and subsequent grading of the sites, the County Coroner shall be contacted and permitted access to the site for preliminary identification of the remains. Preservation and disposition of the remains shall be conducted in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the remains are found to be of Native American origin, the Native American Heritage Commission must be notified and permitted to identify the Most Likely Descendant (MLD), and, in consultation with the proponent and archeological monitor, determine the appropriate disposition of the remains, as stated in Section 15064.5(d) of the CEQA Guidelines.	Grading/Construction	County Archaeological Monitor	On-going	County Regional Planning County Coroner Native American Heritage Commission		
CUL-5 As part of the Coastal Development Permit application involving disturbance of native soils or vegetation, including but not limited to excavation, pile driving or grading, the applicant shall provide	Grading/Construction	County Archaeological Monitor		County Regional Planning Office of State Historic		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
evidence that they have notified the Office of State Historic Preservation and the Native American Heritage Commission of the location of the proposed grading, the proposed extent of the grading, and the dates on which the work is expected to occur.				Preservation Native American Heritage Commission		
CUL-6 Should an Archaeological Recovery Program be warranted, it shall require a Coastal Development Permit consistent with the provisions of the certified Marina del Rey LCP.	Grading/Construction	County Archaeological Monitor	Completion of the Recovery Program	County Public Works Regional Planning		
Visual Resources						
Light and Glare						
VIS-1 The applicant shall develop and submit a Lighting Plan for the proposed project for County of Los Angeles review and approval. The Lighting Plan shall include the following features, at a minimum: <ul style="list-style-type: none"> Exterior lighting shall consist of low intensity, shielded, hooded fixtures and shall be directed downward or toward the area to be illuminated, so that backscatter to the nighttime sky is minimized and light trespass outside the project boundary is prevented. Outdoor flood lamps shall not be used to provide architectural highlight or accent lighting. Lighting used to provide for public safety along exterior pedestrian walkways shall consist of low level positioned lights that are specifically aimed at key walkway points and screened by lens-covering light grills to eliminate potential glare effects. 	Plan Check Operations	County	Prior to Building Permit	County Public Works Regional Planning		
Traffic/Access						
Construction Period Impacts						
TA-1 Traffic Control Plans for both Parcel OT and Parcel 21 shall be submitted to the County of Los Angeles Department of Beaches and Harbors and the County of Los Angeles Department of Public Works Traffic	Grading/Construction	County	Prior to Grading Permit	County Department of Beaches and Harbors County Public Works - Traffic and Lighting Division		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>and Lighting Division for review and approval. The Traffic Control Plans shall designate haul routes for construction-related vehicles, the location of access to the construction site, and staging and parking areas for workers and equipment. The Plans shall also specify the permitted hours of construction, methods of safeguarding traffic flow, methods of re-routing or detouring traffic if necessary, and the placement/utilization of traffic control devices (including signs, flashing arrows, traffic cones and delineators, barricades, flaggers, temporary modifications to existing signals and signal timing, etc.), as necessary. Further, the Plans shall address the provision of signage for alternative pedestrian and bicycle access routes where affected, and coordination with emergency service providers, and the MTA, LADOT Commuter Express, and Culver City Bus). The Plans shall include the MTA telephone number (213-922-4632) of the Metro Bus Operations Control Special Events Coordinator that the contractor shall contact for construction coordination outreach efforts</p> <p><u>Cumulative Traffic/Access Impacts</u> For the intersections of Admiralty Way at Via Marina, Admiralty Way at Palawan Way, and Admiralty Way at Bali Way:</p> <p>TA-2 Pursuant to the Marina del Rey Specific Plan Transportation Improvement Program (TIP), the applicant shall provide a "fair share" contribution toward the funding of Category 1 (local Marina) and Category 3 (regional) roadway improvements, based on the amount of project PM peak hour trips. [As the County's traffic mitigation fee structure is currently \$5,690 per PM peak hour trip, the proposed project shall be required to pay \$170,700 in trip mitigation fees, based on the expected project</p>	Plan Check	County	Prior to Building Permit	County Public Works Regional Planning		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>trip generation of 30 net new PM peak hour trips, with a portion of these fees being designated toward the Category 3 (regional) transportation improvements].</p> <p>For the intersections of Washington Boulevard at Palawan Way, Washington Boulevard at Ocean Avenue/Via Marina, and Admiralty Way at Mindanao Way:</p> <p>TA-3 The applicant shall contribute "fair share" funding to provide 1) a new traffic signal at the intersection of Washington Boulevard and Palawan Way, 2) realignment at the south leg of the intersection to reduce the angle of the northbound right-turn only lane for a more perpendicular approach in addition to northbound dual left-turn lanes, and 3) two northbound left-turn lanes onto westbound Washington Boulevard and an exclusive right-turn lane (add a second left-turn). The proposed project shall contribute 3.8 percent of the impact at this location. While cost estimates for this improvement are currently being finalized, they are estimated to be \$332,500, with a project responsibility of \$12,635.</p>	Plan Check	County	Prior to Building Permit	County Public Works Regional Planning		
<p>TA-4 The proposed project shall contribute "fair share" funding to either 1) a second southbound left-turn lane at the Admiralty Way at Mindanao Way intersection or 2) the conversion of the shared left-turn/through lane to a shared through/left-/right-turn lane on the westbound approach to the Admiralty Way at Mindanao Way intersection with optimization of signal operation at adjacent intersections at this intersection when plans are finalized by the applicable discretionary agencies.</p>	Plan Check and/or Construction	County	Prior to Building Permit	County Public Works Regional Planning		
<p>TA-5 The proposed project shall dedicate the necessary right of way for the future widening of Admiralty Way as well as an eight-foot sidewalk along the project frontage on Admiralty Way.</p>	Plan Check	County	Prior to Grading Permit	County Public Works Regional Planning		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
Utilities (Water Supply)						
Water Demand						
WS-1 The applicant shall prepare a landscape plan that meets all provisions of Title 26 of the Los Angeles County Code, Chapter 71, Water Efficient Landscaping.	Plan check and construction	County	Prior to Grading Permit	County Public Works		
WS-2 The applicant shall incorporate into the building plans water conservation measures as outlined in the following: <ul style="list-style-type: none"> State of California Health and Safety Code Section 17921.3, requiring low-flow toilets and urinals; Title 24, California Administrative Code, which establishes efficiency standards for shower heads, lavatory faucets, and sink faucets, as well as requirements for pipe insulation that can reduce water used before hot water reaches equipment or fixtures; and Government Code Section 7800, which requires that lavatories in public facilities be equipped with self-closing faucets that limit the flow of hot water. 	Building Plan check, Construction and Operation	County	Prior to Building Permit	County Public Works		
WS-3 The applicant shall adhere to the conditions of the Los Angeles County Waterworks District "will serve" letters issued for Parcel OT and Parcel 21, including, but not limited to, the payment of connection fees and implementation of water system improvements, if necessary.	Plan approval and Construction	County	Prior to Utility Plan approval Prior to Building Permit	County Public Works		
WS-4 The construction of on-site facilities shall meet all health and safety codes, and all domestic water service meter and fire protection connections shall have a backflow device to prevent contamination of the public water system.	Plan approval and Construction	County	Prior to Utility Plan approval Prior to Building Permit	County Public Works		
WS-5 The District has prepared a water main relocation and expansion plan for the 14-inch water main that currently traverses Parcel OT. Prior to issuance of the grading permit for the proposed project, the upsized water main shall be installed and operational on Parcel OT, unless the water main upsizing is to	Prior to Grading Permit	County	Prior to Grading Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>be constructed and made operational as a part of the proposed project. The applicant shall be responsible for costs associated with relocating the water main on Parcel OT or compensating the District for such incurred costs.</p> <p>WS-6 The applicant shall complete the following tasks, for review and approval by the County of Los Angeles Fire Department:</p> <p><i>Parcel OT</i></p> <p>Prepare a Fire Safety Plan; Verify and perform Fire Flow Availability tests on 1) the nearest existing public fire hydrant on Admiralty Way (Los Angeles County Waterworks), and 2) the nearest existing public fire hydrant on Washington Boulevard (District); Submit architectural plans to the Fire Prevention Engineering Division in Hawthorne; and Submit an original Fire Flow Availability Form (196).</p> <p><i>Parcel 21</i></p> <p>Prepare a Fire Safety Plan; Verify the nearest existing public fire hydrant to the property; Submit architectural plans to the Fire Prevention Engineering Division in Hawthorne; and Submit an original Fire Flow Availability Form (196).</p> <p>W-7 Prior to issuance of the grading permit for the proposed project, the water main infrastructure in Panay Way shall be replaced with a water main that is up to 18 inches in diameter and operational in order to meet the fire flow demand of the project on Parcel 21.</p>	<p>Water /Utility Plan Approval Building Permit approval for architectural plans. On-going</p> <p>Grading / Construction</p>	<p>County</p> <p>County</p>	<p>Water/Utility Plan Check Prior to Building Permit</p> <p>Prior to Grading Permit</p>	<p>County Public Works County Fire Department</p> <p>County Public Works</p>		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
Environmental Safety						
<p>ES-1 The applicant shall adhere to all applicable County, State, and Federal guidelines regarding the handling, excavation, disposal, and/or remediation of soils classified as hazardous waste, which may include, but not be limited to, the development and implementation of a Soil Management Work Plan (SMWP) for the project, as well as correspondence with the Regional Water Quality Control Board (RWQCB) and Department of Toxic Substances Control (DTSC) to determine the level of any necessary remediation efforts.</p>	Grading / Construction	County	Prior to Grading Permit On-going	County Public Works		
<p>ES-2 In the event that previously unidentified waste or debris is discovered during construction/grading activities, and the waste or debris is believed to involve hazardous waste or materials, the contractor shall: immediately stop work in the vicinity of the suspected contaminant; remove workers and the public from the area; notify the resident inspector; secure the area as directed by the resident inspector; and notify the County of Los Angeles Hazardous Waste/Materials Coordinator and the Fire Department. Work in the affected area shall cease until the proper approval is granted by the appropriate governmental oversight agency and a work plan is implemented, if necessary.</p>	Grading / Construction	County	During Grading	County Public Works		
Parcel OT Methane Concentrations						
<p>ES-3 The applicant shall install a passive ventilation system beneath the building foundation system on Parcel OT. The sub-slab vent system typically consists of four-inch diameter perforated polyethylene piping installed within 12-inch deep gravel-filled trenches beneath the building. These vent lines are normally spaced no more than 20 to 30 feet apart in order to effectively ventilate the subgrade beneath the building. The sub-slab vent lines are connected to vent risers installed within the</p>	Construction	County	Prior to Building Permit Prior to Occupancy	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>building walls. As with typical sanitary sewer vent lines, the methane vent risers terminate above the roofline of the building. A dewatering system shall be required if the methane vent lines are less than one foot above the historic high groundwater level at the site.</p> <p>ES-4 The applicant shall install a gas membrane beneath the building foundation system of Parcel OT. The sub-slab gas barrier typically consists of a continuous Liquid Boot™ membrane installed beneath the floor slab of the building. This membrane has a minimum required thickness of 100-mills (0.10 inch). Gas tight seals are required at all locations where utilities or conduits penetrate the membrane. At the completion of the installation, the membrane is smoke tested using a procedure developed by Geokinetics in order to confirm its integrity.</p>	Construction	County	Prior to Building Permit	County Public Works		
<p>ES-5 The applicant shall install conduit seals on dry utilities servicing the building the Parcel OT. Conduit seals shall be installed on dry utility conduits (e.g. electrical, telephone, cable T.V.) that terminate on the interior of the building. These seals are intended to prevent the migration of methane through the conduits to interior areas. Also, in order to reduce the potential for methane to migrate through the sand backfill of any utility trenches, which extend up to and/or beneath the building, "dams" consisting of a lean sand/ cement/ bentonite slurry shall be installed within the trench lines at the perimeter of the building.</p>	Construction	County	Prior to Building Permit	County Public Works		
<p>ES-6 Upon finalization of the foundation and/or architectural plans for the structure on Parcel OT, and prior to issuance of the Grading Permit, the project subsurface methane gas consultant shall review such plans and provide further recommendations for methane gas mitigation</p>	Construction Operation	County Methane Gas Consultant	Grading Permit Building Permit	County Public Works		

4.0 MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM						
Mitigation	Monitoring Phase	Party Responsible for Implementation	Time of Clearance	Party Responsible for Verification/Monitoring	Sign Off	Time
<p>measures, if necessary. Any additional recommendations by the subsurface methane gas consultant shall be adhered to by the applicant.</p> <p>Global Climate Change</p> <p>It should be noted that the project, in mitigating for traffic and air quality impacts, has been designed to incorporate many of the mitigation measures to reduce greenhouse gas emissions recommended by the scientific community. Additionally, the applicant has incorporated several measures into the project design that exceed minimum Title 24 energy conservation requirements. Among these measures are:</p> <ul style="list-style-type: none"> • Installation of low NOx (nitrogen oxide) residential water heaters and space heaters; • Installation of Energy Star labeled furnaces, equipment, and appliances; • Use of water-based paint on exterior surfaces; • Use solar-assisted water heating and/or tankless hot water on demand systems if their energy efficiency is demonstrated to exceed that of a central storage tank water heating system; • Use of improved insulation and ducting; • Use of natural lighting; • Installation of energy efficient lighting and/or maximize use of low pressure sodium and/or fluorescent lighting; • Use of drought-tolerant landscaping subject to County review; • Encouragement of the use of transit, bicycling and walking by providing infrastructure to promote their use (bike paths and sidewalks); • Prohibition against the installation and use of wood burning fireplaces; and • Use of low volatile organic compound (VOC) coatings for painted surfaces. 	<p>Construction Operation</p>	<p>County</p>	<p>Building Permit Plan Check Prior to Occupancy Ongoing</p>	<p>County Public Works Regional Planning</p>		



**COUNTY OF LOS ANGELES
FIRE DEPARTMENT**

5823 Rickenbacker Road
Commerce, California 90040-3027

DATE: March 26, 2009
TO: Department of Regional Planning
Permits and Variances
PROJECT #: CUP R2006-01510
LOCATION: Parcel OT - 4420 Admiralty Way, Marina Del Rey

- The Fire Department Land Development Unit has no additional requirements for this permit.
- The required fire flow for this development is 5000 gallons per minute for 5 hours. The water mains in the street fronting this property must be capable of delivering this flow at 20 psi residual pressure. 3 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- The required fire flow for private on-site hydrants is 2500 gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing 1250 gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.
- Verify 2 Install TBD 6" X 4" X 2 1/2" fire hydrants, conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- Comments:** THIS PROJECT IS CLEARED BY THE FIRE DEPARTMENT FOR PUBLIC HEARING.
- Location:** Verify and perform Fire Flow Availability tests on the following:
1. The nearest existing public fire hydrant on Admiralty Way. (LAC Waterworks)
2. The nearest existing public fire hydrant on Washington Blvd. (LADWP)
3. If necessary, additional fire hydrant and/or fire protection system installation(s) will be determined during the building plan check phase.
- Access:** 1. Fire apparatus access is adequate as depicted on Site Plan A0.11 dated 03-26-09.
2. Submit architectural plans to the Fire Prevention Engineering Division in Hawthorne for review and approval prior to building permit issuance. For submittal requirements contact (310) 263-2732.
- Special Requirements:** THE FOLLOWING ITEMS SHALL BE SUBMITTED TO THE FIRE DEPARTMENT LAND DEVELOPMENT UNIT FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF A BUILDING PERMIT:
1. An original Fire Flow Availability form (Form 196) for each public fire hydrant as specified.

Fire Protection facilities; including access must be provided prior to and during construction. Should any questions arise regarding this matter, please feel free to call our office at (323) 890-4243.

Inspector: **SCOTT JAEGGI**

Land Development Unit – Fire Prevention Division – Office (323) 890-4243 Fax (323) 890-9783



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

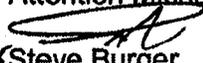
ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

August 11, 2009

IN REPLY PLEASE
REFER TO FILE: LD-1

TO: Mark Child, AICP
Zoning Permits I Section
Department of Regional Planning

Attention Michael Tripp

FROM:  Steve Burger
Land Development Division
Department of Public Works

CONDITIONAL USE PERMIT (CUP) NO. CUP 200600115
PROJECT NO. R2006-01510
PARCEL OT-OCEANA RETIREMENT
4220 ADMIRALTY WAY
MARINA DEL REY AREA

- Public Works recommends approval of this CUP.
- Public Works does **NOT** recommend approval of this CUP.

This supersedes our memorandum dated June 25, 2009. We reviewed the site plan for the subject CUP. The development is for the construction of a 114-unit retirement facility, retail space, attached parking structures and the transfer of 94 parking spaces to Parcel 2,1 Phase 1. The project is located in the unincorporated County of Los Angeles area of Marina Del Rey.

Upon approval of the site plan, we recommend the following conditions:

1. Geotechnical

- 1.1. Prior to grading or building permit, obtain approval for geotechnical reports from Public Works' Geology and Material Engineering Division addressing all items in the outstanding soils and geologic review sheets dated February 2, 2009, and February 5, 2009.

For questions regarding the items above, contact Jeremy Wan at (626) 458-4925.

2. Sewer

- 2.1. Prior to grading or building permit, obtain approval for the sewer relocation per Private Contract No. 12041 currently in plan check with Public Works' Land Development Division. Existing sewer easement for abandon sewer should be vacated.

For questions regarding the items above, please contact Tony Khalkhali at (626) 458-4921.

3. Sewer Maintenance

- 3.1. On all applicable plans, show the ownership of all County of Los Angeles sewer lines clearly as "County of Los Angeles CSMD sewer line." Clearly label sewer lines to be abandoned and proposed sewer lines on all pages.
- 3.2. Site Plan Sheet 2-4: Clearly label proposed sewer line as "Proposed 10" County of Los Angeles CSMD sewer line." All new sewer line requires a minimum 10 feet sanitary sewer easement, 5 feet on each side, dedicated to the County of Los Angeles. Easement must be separate and independent from all other easement.

For questions regarding the items above, please contact please contact James Hilovsky (626) 300-3363.

4. Water

- 4.1. A water system maintained by the water purveyor, with appurtenant facilities to serve all proposed buildings, must be provided. The system shall include fire hydrants of the type and location for both on-site and off-site as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
- 4.2. There shall be on filed with Public Works a statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the proposed land use, and that water service will be provided to each building.
- 4.3. If needed, easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction, and maintenance of all infrastructures constructed for this project to the satisfaction of Public Works.

- 4.4. Relocation and upsizing of existing water system facilities in conflict with proposed project via one of the three following options:
1. Should the timing of the District's water main project result in its construction prior to approval of the proposed project, the District would upsize the water main in its current location, as planned. During construction of the proposed project, the applicant would then relocate the upsized water main approximately 36 feet to the northeast and abandon the current alignment. The applicant shall be responsible for the costs of relocating the water main in this situation.
 2. If the proposed project is approved prior to the District initiating construction of the water main project, the District would upsize the water main in the proposed alignment, approximately 36 feet to the northeast of the current alignment, and abandon the current alignment. Under this scenario, the applicant shall be responsible for compensating the District for costs associated with design and construction of the water main in the new alignment to accommodate the project. Applicant would also be responsible for compensating the District for costs associated with the replacement of trees impacted by construction activities.
 3. Should the proposed project be approved and ready for construction prior to the District's water main project, the applicant would have the option to construct the upsized water main in the proposed alignment, approximately 36 feet to the northwest of the current alignment and abandon the existing alignment. The applicant shall be responsible for the costs of designing and constructing the water main in the new alignment in this situation.
- 4.5. The construction of on-site facilities shall meet all health and safety codes, and all domestic water service meter and fire protection connections shall have a backflow device to prevent contamination of the public water system.
- 4.6. Submit landscape and irrigation plans for the common area in the project, with landscape area greater than or equal to 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.

For questions regarding the items above, please contact Tony Khalkhali at (626) 458-4921.

5. Drainage

- 5.1. Comply with the requirements of the Drainage Concept/Hydrology Study/Standard Urban Stormwater Mitigation Plan (SUSMP) approved on June 10 2009, to the satisfaction of the Department of Public Works prior to Building Permit.
- 5.2. Obtain a permit from City of Los Angeles for proposed parkway drains and discharge onto Washington Boulevard to the satisfaction of Public Works prior to Building Permit.

For questions regarding the items above, please contact Amir Ibrahim at (626) 458-5915.

6. Grading

- 6.1. Prior to building permit, obtain approval for grading plan from Public Works' Land Development Division. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, SUSMP and Low-Impact Development devices (if applicable), and any required landscaping and irrigation. Acknowledgement and/or approval from all easement holders may be required.
- 6.2. A maintenance agreement may be required prior to grading plan approval for privately maintained drainage devices including any onsite SUSMP devices.
- 6.3. Provide approval of grading plan by Public Works' Geotechnical and Materials Engineering Division.
- 6.4. Acquire permits and/or letters of nonjurisdiction from all State and Federal agencies, as applicable. These agencies may include, but may not be limited to the California Coastal Commission, State of California Regional Water Quality Control Board, State of California Department of Fish and Game, State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, and the Army Corps of Engineers.

For questions regarding the items above, contact Sam Richards at (626) 458-4921.

7. Road Improvements

- 7.1. Close any unused driveway with standard curb, gutter, and sidewalk along the property frontage on Admiralty Way to the satisfaction of Public Works.
- 7.2. Reconstruct any non-American with Disabilities Act conforming parkway improvements (sidewalk, driveways, curb ramps, landings, etc) that either serve or form a part of a Pedestrian Access Route to meet current American with Disabilities Act requirements to the satisfaction of Public Works.
- 7.3. Provide 8-foot sidewalks along the property frontage on Admiralty Way to the satisfaction of Public Works. The County will initiate the set-aside process.
- 7.4. Reconstruct full-width sidewalk along the property frontage on Washington Boulevard to the satisfaction of Public Works and the City of Los Angeles.
- 7.5. Reconstruct curb, base, pavement, longitudinal gutter on the westerly alley along the property frontage to the satisfaction of Public Works.
- 7.6. Provide adequate line of sight for pedestrians from all proposed driveways from the parking structure to the satisfaction of Public Works.
- 7.7. Repair any curb, gutter, driveways, pavement, and sidewalk damaged during construction.
- 7.8. Plant street trees on Admiralty Way and Washington Boulevard along the property frontages to the satisfaction of Public Works. Existing trees within the existing road right of way if not accepted as street trees will be removed and replaced with approved street trees to the satisfaction of Public Works and the City of Los Angeles (for Washington Boulevard).
- 7.9. Underground all new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
- 7.10. Prior to obtaining grading permit, acquire street plan approval or direct check status from Public Works' Land Development Division.

7.11. Prior to issuance of a grading permit or a building permit, whichever come first, execute an Agreement to Improve for the street improvements. For information regarding Agreement to Improve, contact Ruben Cruz at (626)458-4910.

For questions regarding the items above, contact Sam Richards at (626) 458-4921.

8. Traffic

8.1. Comply with the mitigation and/or fairshare requirements set forth in the attached letter dated November 24, 2008, from Public Works' Traffic and Lighting Division.

For questions regarding the traffic comments, contact Jeff Pletyak at (626) 300-4721.

9. Street Lighting Requirements

9.1. Provide Street lights on concrete poles with underground wiring along the property frontage on Admiralty Way to the satisfaction of Public Works. Submit street lighting plans showing all existing lights along with existing and/or proposed underground utilities plans as soon as possible to the Traffic and Lighting Division, Street Lighting Section.

9.2. Washington Boulevard is within the City of Los Angeles, Contact the City Bureau of Street Lighting for the City's street light requirements.

9.3. Upon approval of the CUP, the applicant shall enter into a secured agreement with the County of Los Angeles for the installation of the street lights in the amount of \$15,000.00 (subject to revision at the time of street lighting plan approval). The applicant shall comply with the conditions listed below in order for the lighting districts to pay for the future operation and maintenance of the street lights.

9.4. All street light in the project, or approved project phase, must be constructed according to Public Works-approved plans. The contractor shall submit one complete As-built plans. Provided the above conditions are met, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year, provided all street lights have been energized and the developer has requested a transfer of billing at least by January 1 of the previous year. The transfer of billing could be delayed

Mark Child
August 11, 2009
Page 7

one or more year if the above conditions are not met. The Lighting District cannot pay for the operation and maintenance of street lights located within gated community.

For questions regarding the items above, please contact David Stringer at (626) 300-4754.

If you have any other questions or require additional information, please contact Simin Agahi or Toan Duong at (626) 458-4910.

SA:ca
P:/LDPUB/SUBMGT/CUP/Project R2006-01510_CUP200600115_4220 Admiralty Way.DOC

Attach.